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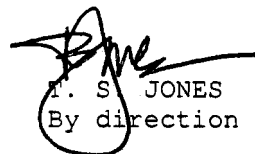
From: Commandant of the Marine Corps
To: Distribution List

Subj: AVIATION TRAINING AND READINESS (T&R) MANUAL, EA-6B
(SHORT TITLE: EA-6B T&R MANUAL)

Ref: (a) MCO P3500.14G

Encl: (1) LOCATOR SHEET

1. Purpose. To publish policies, procedures and standards regarding the training of EA-6B aircrew, per reference (a).
2. Cancellation. T&R Manual, MCO P3500.15C, Volume 2, Chapter 2.
3. Background. Reference (a) restructures the T&R manual organization from nine volumes to 25 individual Marine Corps orders.
4. Recommendations. Recommended changes to this order are invited, and will be submitted via the syllabus sponsor and the appropriate chain of command to: Commanding General, Training Command (C 473), Marine Corps Combat Development Command, 3300 Russell Road, Quantico, VA 22134-5001.
5. Reserve Applicability. This manual is applicable to the Marine Corps Reserve.
6. Certification. Reviewed and approved this date.


T. S. JONES
By direction

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ENCLOSURE (1)

EA-6B T&R MANUAL

RECORD OF CHANGES

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EA-6B T&R MANUAL

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* * NOTE * *

Aircrew coordination shall be briefed on all flights and/or events.

CHAPTER 1

EA-6B PILOT AND ELECTRONIC COUNTERMEASURES OFFICER (ECMO)

100. UNIT TEMPLATE/CORE COMPETENCY SKILLSNOTE

The capabilities defined and described in the unit template section are provided to ensure each like squadron maintains a common base of training and depth of capabilities. When resources permit, and when in the judgment of the commander additional training would significantly increase the unit's warfighting capability, training to a level above these base capabilities is permitted. It is incumbent upon, and expected of, the commander to balance any increase in the depth of core capabilities against the long-term health and readiness of his unit while staying within his resource constraints.

1. Squadron Core Capability

a. Table of Organization: T/O SQDN= 5 ACFT, 8 PILOTS, 21 ECMOS (T/O 36 OFFICERS, 136 ENLISTED).

b. A core capable squadron is able to sustain the following minimum performance on a daily basis during sustained contingency/combat operations, assuming at least 100% PAA, 90% in reporting status and 90% T/O on hand in all MOSSs. If < 90%, core capability will be degraded by a like percentage. The extent to which a core capable squadron is able to surge beyond its core capability is situational dependent.

c. A core capable squadron will, over a 24-hour period, provide six sorties of mission capable aircraft with the following capabilities:

- (1) Must be able to be flown either day or night.
- (2) Four sorties can be flown in section or division.
- (3) Four sorties will be capable of providing EW in support of Deep Air Support, Close Air Support, or Electronic Warfare Support.
- (4) Two sorties will be capable of providing EW in a task force support role.
- (5) Will perform these missions from a main base or an appropriate sized expeditionary airfield.

2. Basic Aircrew Qualifications. As a minimum, in order to be considered Core Competent, a squadron must possess the following numbers of aircrew who are at least 75% complete in each listed core skill. (Note: If a squadron is < T/O, required numbers are reduced by a like %.)

CORE SKILL	PILOT	ECMO
FAM/FORM/NAV	7	18
HARM	6	16
ES	6	16
DAS	6	14
RSEAD	6	14
DEFTAC	3	9
NS (NOTE 1)	3	9

3. Sorties (Events) Required To Gain Competency In Core Skills. Aircrew are required to fly the following number of sorties (events) in each skill area to gain competency.

	FAM/FORM/NAV	HARM	ES	DAS	RSEAD	STF
1ST TOUR PILOTS	7 (10)	1 (3)	2 (3)	2 (3)	2 (4)	0 (1)
2ND TOUR PILOTS	6 (10)	1 (3)	2 (3)	2 (3)	1 (3)	0 (1)
1ST TOUR ECMOs	6 (9)	2 (5)	4 (7)	4 (6)	4 (8)	0 (2)
2ND TOUR ECMOs	5 (6)	2 (5)	4 (7)	4 (6)	2 (4)	0 (2)
T&R CODES *FIRST TOUR S-SIM P-PILOT ONLY E-ECMO ONLY	203, 204*, 205, 206, 207, 221, 307P, 201S*, 202S*, 220S	233, 234E, 230S, 231S, 232SE	243, 244E, 340, 341E, 240SE, 241SE, 242S	252, 253E, 350, 351E, 250S, 251SE	262*, 263E*, 362, 363E, 260S*, 261SE*, 360S, 361SE	270S, 271SE
	DEFTAC (NOTE 1)	NIGHT SYSTEMS (NOTE 1)	TOTALS			
1ST TOUR PILOTS	5 (7)	5 (5)	24 (36)			
2ND TOUR PILOTS	5 (7)	5 (5)	22 (35)			
1ST TOUR ECMOs	4 (6)	5 (5)	29 (48)			
2ND TOUR ECMOs	4 (6)	5 (5)	26 (41)			
T&R CODES	320, 322, 324, 325, 326P, 321S, 323S	210, 211, 212, 311, 312				

4. Sorties (Events) Required To Maintain Core Skills. For each one-year period after achieving competency, aircrew are required to fly the following number of sorties (events) in each skill area to maintain that competency.

	FAM/FORM/NAV	HARM	ES	DAS	RSEAD	STF
PILOTS	18 (28)	2 (5)	3 (4)	4 (5)	4 (8)	0 (1)
ECMOs	14 (25)	4 (9)	6 (9)	7 (9)	7 (13)	0 (2)
T&R CODES S-SIM P-PILOT ONLY E-ECMO ONLY	203, 204, 205, 206, 207, 221, 307P, 201S, 202S, 220S, 600S, 601SE, 602S, 604S	233, 234E, 230S, 231S, 232SE	243, 244E, 340, 341E, 240SE, 241SE, 242S	252, 253E, 350, 351E, 250S, 251SE	262*, 263E*, 362, 363E, 260S*, 261SE*, 360S, 361SE	270S, 271SE
	DEFTAC		TOTAL			
PILOTS	2 (3)		33 (54)			
ECMOs	2 (3)		40 (70)			
T&R CODES	320, 325, 321S					

5. Flight Leader/Instructor Qualifications. As a minimum, in order for a squadron to be considered Core Competent, it must possess the following numbers of aircrew in the listed flight leadership/instructor categories. (Note: If the squadron is < T/O, required numbers are reduced by a like %.)

DESIGNATION	PILOTS	ECMO	REMARKS
SEC LDR	4	NA	NOTE 2
DEFTAC SEC LDR	2	NA	INCLUDES 2 SEC LEADS INCLUDES 2 DEFTACI PILOTS
DIV LDR	2	NA	
MSN CDR	4	10	MIN 50% OF ALL AIRCREW
FCF	3	5	
NSI	2	2	NOTE 1
DEFTACI	2	2	
WTI	1	2	
LSO	2	NA	FIELD QUAL ONLY FOR EAF

6. Sorties Required To Qualify For Designation As Flight LD/IP

	SEC LDR	DIV LDR
SORTIES	4	3
T&R CODES	205, 206, Any night sortie, 350 or 362 (NOTE 3)	Any day sortie, Any night sortie, 350 or 362 (NOTE 3)

	DEFTAC SEC LDR	MSN CDR	NSI	FCF
SORTIES	1	13	NOTE 2	1
T&R CODES	326 (NOTE 3)	NOTE 3		603

	DEFTACI	WTI	LSO
SORTIES	NOTE 2	NOTE 2	NOTE 4
T&R CODES			

NOTES:

1. Night Systems capable squadron only.
2. Refer to MAWTS-1 course catalog for current Instructor prerequisites and Programs of Instruction.
3. See Para 250, Flight Leadership Designation.
4. There are no sorties required to field qualify an LSO; however, the individual does require evaluation of his performance during EAF/FCLP operations.

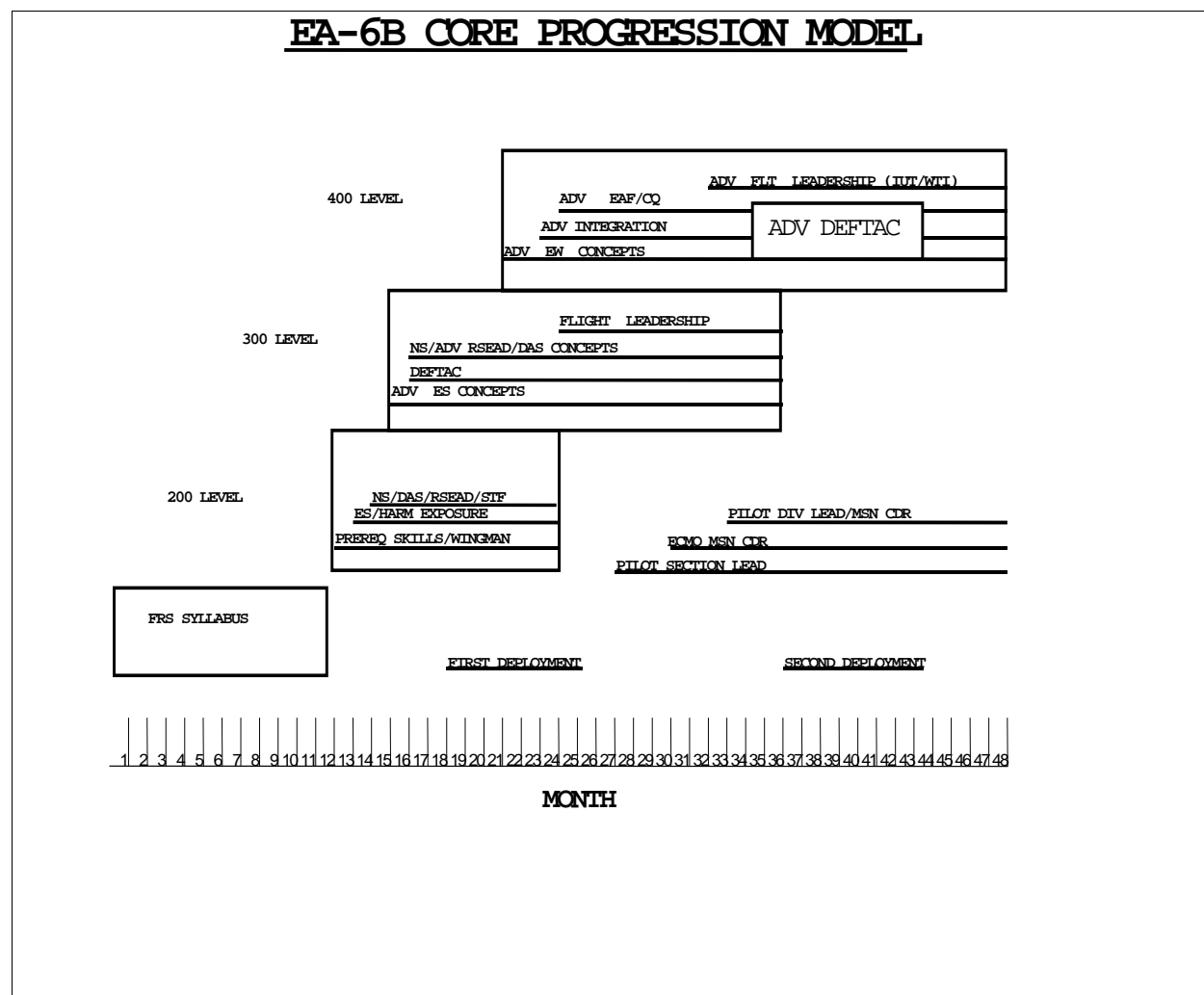


Figure 1-1.--EA-6B Core Progression Model.

101. POI FOR BASIC/TRANSITION PILOT, ECMO, AND CONVERSION ECMO. EA-6B pilots and ECMOs will complete all training IAW CNO approved syllabus provided at VAQ-129. Other training is administered through the tactical squadron.

1. Pilot

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-5	AVEWS Introduction	NAS Whidbey Is
6-38	Category I Flight Training Syllabus (See par 241)	Training Squadron
39-51	Combat Ready Training	Tactical Squadron
52-64	Combat Qualification Training	Tactical Squadron
65-71	Full-Combat Qualification Training	Tactical Squadron

2. ECMO

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-10	AVEWS Introduction	NAS Whidbey Is
11-46	Category I Flight Training Syllabus (See par 241)	Training Squadron
47-63	Combat Ready Training	Tactical Squadron
64-76	Combat Qualification Training	Tactical Squadron
77-81	Full-Combat Qualification Training	Tactical Squadron

102. POI FOR CONVERSION PILOT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-5	AVEWS Introduction	NAS Whidbey Is
6-32	Category II Flight Training Syllabus	Training Squadron
33-45	Combat Ready Training	Tactical Squadron
46-58	Combat Qualification Training	Tactical Squadron
59-63	Full-Combat Qualification Training	Tactical Squadron

103. POI FOR REFRESHER PILOT AND ECMO

1. Refer to T&R Manual, Administrative for refresher training requirements.

104. POI FOR PILOT AND ECMO IUT

1. Pilot and ECMO DEFTAC IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT reviews DEFTAC lectures	Tactical Squadron
2	IUT presents designated lectures and practices briefing	Tactical Squadron/MAWTS-1
3	IUT flies DEFTACI syllabus	Tactical Squadron/MAWTS-1

2. Pilot and ECMO Night Systems IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT reviews NITE Lab syllabus	Tactical Squadron
2-3	IUT flies NS syllabus	Tactical Squadron/MAWTS-1

3. Pilot and ECMO NATOPS IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT evaluated on SCHK-600	Tactical Squadron
2	IUT evaluates on SCHK-600 for instructor certification	Tactical Squadron

4. ECMO Back-Seat NATOPS IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT evaluated on S/ACHK-601	Tactical Squadron
2	IUT conducts S/ACHK-601 for instructor certification	Tactical Squadron

5. Pilot and ECMO Instrument Evaluators Under Training (EUT)

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	EUT evaluated on SCHK-602	Tactical Squadron
2	EUT completes SCHK-602 for Instr Eval certification	Tactical Squadron

110. GROUND TRAINING COURSES OF INSTRUCTION

<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
NAMTRAGRU	NAS Whidbey Is
Defensive Tactics (DEFTAC)	Tactical Squadron
Defensive Tactics Instructor (DEFTACI)	Tactical Squadron/MAWTS-1
Aircrew Coordination Training Instructor	VAQ-129
Electronic Warfare Tactics Officer (EWTO)	MAWTS-1
HARM University	As Appropriate
Weapons and Tactics Instructor (WTI)	MAWTS-1
Landing Signal Officer (LSO)	LSO School/VAQ-129
Night Systems Operations	NITE Lab

111. SQUADRON LEVEL TRAINING

Operations/Squadron Flight SOP/T&R Manual In-brief
TACSOP

* Aircrew Coordination Training

Course Rules Brief/Exam

Mission Commander Syllabus

Electronic Warfare Support (ES)/TERPES

* EA6B Flight Characteristics and Maneuvering

Aerial Refueling Procedures

* Selected Low Altitude Tactics (LAT) Lecture Series

* Defensive Tactics (DEFTAC) Lecture Series

* Basic Aircraft Maneuvering (BAM)

Electronic Attack (EA) General Tactics

Jammer Technique Optimization (JATO)

Jamming Fundamentals

ES General Tactics

Fighter Tactics

Reactive Suppression of Enemy Air Defenses (RSEAD)

Electronic Warfare in support of Close Air Support (EWCAS)

* Aircraft Survivability Equipment

HARM Lectures

MACCS

War-at-Sea

ACE SEAD Planning

* Expeditionary Airfield Operations

* Carrier Procedures

EA-6B in support of Helicopter Operations

EA-6B in support of the Ground Combat Element (GCE)

USQ-113 Basic Operation

USQ-113 Tactical Operations

Bulk Chaff Tactical Employment

Force Protection

National Asset Integration

Multi-Mission Advanced Tactical Terminal (MATT)/Commanders Tactical

Terminal (CTT)

NOTE: This list is not restrictive; lectures shall be given as deemed appropriate by the Commanding Officer.

* Designates qualified personnel required to provide training.

112. TRAINING REFERENCES

Appropriate Marine Aircraft Wing Air Ops Manual

Appropriate Marine Aircraft Wing SOP for EW

VMAQ Squadron Operating Procedures

EA-6B NATOPS Flight Manual

Landing Signal Officer NATOPS

NATOPS Instrument Flight Manual

CV NATOPS Manual

NATOPS General Flight and Operating Instructions

NATOPS Air Refueling Manual

EA-6B Tactical Manual, NWP-55-4-EA-6B

Prowler Tactics Guide (Vol I-IV)

HARM TACMAN

SLATs Notebook

MAWTS-1 Course Catalog

MAWTS-1 Academic Support Package

VAQ-129 Syllabus Guide

EA-6B ICAP II Weapon System Operators Manual (WSOM)
 TEAMS System Operators Manual
 VMAQ Mission Guide AFTTP 3-1
 TOPGUN Manual
 VMAQ TACSOP

120. FLIGHT/SIMULATOR/EVENT TRAINING: BASIC, TRANSITION, CONVERSION PILOT AND ECMO

1. Combat Capable Training. Refer to CNO approved training syllabus conducted in the FRS at VAQ-129. FRS training provides 60.0 percent CRP for the pilot and ECMO. The following simulator devices are currently in use: 2F143 (front-seat training device), 15E22C (back-seat training device), TEAMS workstation, and USQ-113 Partial Task Trainer (PTT).

2. Combat Ready Training

a. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Emergency Procedures	0/1	0.0/1.0	0.00/0.50
Navigation	2/1	3.4/1.5	1.50/0.50
Tactical Formation	2/0	3.4/0.0	2.00/0.00
Aerial Refueling	1/0	1.0/0.0	1.00/0.00
Night Systems	3/0	5.1/0.0	2.00/0.00
Familiarization	1/1	1.5/1.7	0.75/0.50
HARM	1/2	1.7/3.5	1.00/1.00
Electronic Warfare Support	1/1	1.7/2.0	0.50/0.25
Deep Air Support	1/1	1.7/1.5	1.00/0.50
Reactive SEAD	1/1	1.7/1.5	1.00/0.50
<u>Task Force Support</u>	<u>0/1</u>	<u>0.0/1.5</u>	<u>0.00/0.50</u>
	<u>13/9</u>	<u>21.2/14.2</u>	<u>10.75/4.25</u>
Total	22	33.2	15.0

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Emergency Procedures	0/1	0.0/1.0	0.00/0.50
Navigation	2/1	3.4/1.5	1.00/0.30
Tactical Formation	2/0	3.4/0.0	1.00/0.00
Aerial Refueling	1/0	1.0/0.0	0.50/0.00
Night Systems	3/0	5.1/0.0	1.50/0.00
Familiarization	1/1	1.5/1.7	0.50/0.50
HARM	2/3	3.4/5.0	1.00/1.30
Electronic Warfare Support	2/3	3.4/6.0	1.00/1.30
Deep Air Support	2/2	3.4/3.0	1.00/1.00
Reactive SEAD	2/2	3.4/3.0	1.00/1.00
<u>Task Force Support</u>	<u>0/2</u>	<u>0.0/3.0</u>	<u>0.00/0.60</u>
	<u>17/15</u>	<u>28.0/24.2</u>	<u>8.5/6.5</u>
Total	32	52.2	15.0

3. Combat Qualification Traininga. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Aerial Refueling	1/0	1.0/0.0	2.00/0.00
Night Systems	2/0	4.0/0.0	2.00/0.00
Defensive Tactics (DEFTAC)	5/2	5.0/2.0	7.00/2.00
Electronic Warfare Support	1/0	1.7/0.0	1.50/0.00
Deep Air Support	1/0	1.7/0.0	2.00/0.00
Reactive SEAD	1/1	1.7/1.5	2.00/1.50
	<u>11/3</u>	<u>15.1/3.5</u>	<u>16.50/3.50</u>
Total	14	18.6	20.00

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Night Systems	2/0	4.0/0.0	2.00/0.00
Defensive Tactics (DEFTAC)	4/2	4.0/2.0	4.00/2.00
Electronic Warfare Support	2/0	3.4/0.0	2.50/0.00
Deep Air Support	2/0	3.4/0.0	3.50/0.00
Reactive SEAD	2/2	3.4/3.0	3.50/2.50
	<u>12/4</u>	<u>18.2/5.0</u>	<u>15.50/4.50</u>
Total	16	23.2	20.00

4. Full-Combat Qualification Traininga. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Aerial Refueling	1/0	1.0/0.0	0.75/0.00
DEFTAC	1/0	1.5/0.0	0.50/0.00
Electronic Warfare Support	1/0	1.7/0.0	0.50/0.00
Deep Air Support	2/0	3.4/0.0	1.25/0.00
Reactive SEAD	1/0	1.7/0.0	0.75/0.00
Task Force Support	1/0	1.7/0.0	0.25/0.00
War at Sea	1/0	1.7/0.0	0.25/0.00
EAF Operations	2/1	2.0/1.5	0.50/0.25
FCLP	2/0	2.0/0.0	0.00/0.00
CQ	2/1	3.5/1.5	0.00/0.00
	<u>14/2</u>	<u>20.2/3.0</u>	<u>4.75/0.25</u>
Total	16	23.2	5.00

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
DEFTAC	1/0	1.5/0.0	0.50/0.00
Electronic Warfare Support	1/0	1.7/0.0	0.50/0.00
Deep Air Support	2/0	3.4/0.0	1.50/0.00
Reactive SEAD	1/0	1.7/0.0	0.75/0.00
Task Force Support	1/0	1.7/0.0	0.25/0.00
War at Sea	1/1	1.7/2.0	0.25/0.50
EAF Operations	2/1	2.0/1.5	0.50/0.25
FCLP	2/0	2.0/0.0	0.00/0.00
CQ	2/1	3.5/1.5	0.00/0.00
	<u>13/3</u>	<u>19.2/5.0</u>	<u>4.25/0.75</u>
Total	16	24.2	5.00

Syllabus Totals (100-400) Basic, Transition, Conversion (Flight/Simulator)

Pilot	90/37	148.0/66.7	32.0/8.0 *40.00
ECMO	59/65	109.4/120.2	28.25/11.75 *40.00

*Add to 60.00 from Combat Capable training for a total of 100.00.

121. REFRESHER PILOT AND ECMO TRAINING

1. Aircrew refresher training is provided at VAQ-129 IAW CNO approved syllabus.

122. IUT

1. Pilot and ECMO DEFTAC IUT. Refer to the MAWTS-1 Course Catalog which contains the POI for the DEFTAC IUT.

2. Pilot and ECMO NS IUT. Refer to the MAWTS-1 Course Catalog which contains the POI for the Night Systems IUT.

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
NS IUT	2/1	4.0/1.5

3. Pilot and ECMO NATOPS IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
NATOPS IUT	2	3.0

4. ECMO Back-seat NATOPS IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
Back-seat NATOPS IUT	2	3.0

5. Pilot and ECMO Instrument Evaluator Under Training (EUT)

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
Instrument IUT	1	1.5

130. GROUND/FLIGHT/SIMULATOR EVENT PERFORMANCE REQUIREMENTS

1. The EA-6B training syllabus conducted at the VMAQ is oriented toward bringing the pilot/ECMO from a Combat Capable graduate of VAQ-129 to Full Combat Qualification while maintaining core skills and capabilities. Refly interval and combat readiness percentage are shown in figures 1-2 and 1-3.
2. The sequence of flight training for initial qualification progresses in a systematic manner and should be accomplished in order.
3. The effective operation and employment of the On-Board System (OBS) and Tactical Jamming System (TJS), is as important as developing good airmanship skills in the ECMO 1 position. Proper management of the EW sorties is critical in ensuring that once the EA-6B is positioned on station the ECMO is capable of employing the weapons system and the pilot fully understands his role in optimizing the aircraft's capabilities.
4. If an event is identified as Night Optional (N), the appropriate prerequisite night optional flight shall be flown. Refer to T&R Manual, Administrative for further information concerning Night Systems.

131. COMBAT CAPABLE TRAINING, PILOT AND ECMO

1. General. Combat Capable training is conducted at VAQ-129, NAS Whidbey Island. The training consists of ground school, simulators, and aircraft flights. A detailed description of each stage of training may be found in the VAQ-129 Course Catalog.

132. COMBAT READY TRAINING, PILOT AND ECMO

1. Ground Training

a. Purpose. To provide the necessary ground instruction to successfully complete flights in this phase.

b. General. This ground instruction is designed to develop the knowledge required for proficiency in the combat ready training syllabus. These courses should be complete prior to flight in the combat qualification phase. Prerequisite lectures will be annotated in the Ground Training subparagraph portion of the specific skill area.

c. Lectures

- (1) HARM Lectures.
- (2) Aerial refueling.
- (3) Selected LAT lectures.
- (4) Mission Commander Program.
- (5) BAM.
- (6) DEFTAC lectures.
- (7) EWTO lectures.

2. Emergency Procedures

a. Purpose. To review and practice emergency procedures (EPs) in the ground, takeoff, in-flight, and landing phases. To develop crew coordination skills specific to emergencies. To refresh aircrew with the aircraft systems/limits, and the decision-making involved in problem solving.

b. General. These procedures are designed to provide aircrew proficiency

in dealing with emergencies. Emphasis is placed on immediate action items in NATOPS, situational awareness, aircraft limits/systems and crew coordination.

c. Ground Training. Aircrew shall complete a monthly written EP quiz.

d. Simulator Training (1 Period, 1.0 Hour)

SEP-201

1.0

1 2F143 S

Goal. Maintain pilot/ECMO proficiency in dealing with ground/takeoff, inflight, and landing emergencies.

Requirement. Accurately respond to all emergencies presented. The Pilot/ECMO 1 should switch positions, time permitting.

Performance Standards. Complete the following IAW NATOPS:

- (1) Respond correctly to ground emergencies.
- (2) Respond correctly to takeoff emergencies.
- (3) Respond correctly to in-flight emergencies.
- (4) Respond correctly to landing emergencies.
- (5) Practice spin recovery procedures.
- (6) Practice out of control flight procedures.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. None

3. Navigation

a. Purpose. To review and practice visual and radar navigation procedures and navigation system integration. To develop crew coordination skills required for successful mission completion during day and night conditions.

b. General. These sorties are designed to develop and increase proficiency in all skill areas required for tactical navigation. Emphasis is placed on situational awareness, navigational accuracy, degraded operations of the navigation system, timing, and fuel computation.

c. Pilot/ECMO Simulator Training (1 Period, 1.5 Hours)

SNAV-202

1.5

1 2F143 S

Goal. Maintain pilot/ECMO proficiency in day EA-6B radar and navigation system integration. Be able to identify and effectively deal with navigation system failures. Expose the pilot/ECMO to local course rules and squadron operating procedures.

Requirement. Local area radar sortie.

Performance Standards. Complete the following IAW NATOPS and Instrument Flight Manual:

- (1) Complete at least one TACAN approach and one precision

- approach to a local airfield.
 (2) Effectively deal with navigation system failures.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. None

d. Pilot/ECMO Flight Training (2 Flights, 3.4 Hours)

NAV-203

1.7

1 EA-6B A (N)

Goal. Maintain pilot/ECMO proficiency in radar navigation and EA-6B radar navigation system integration.

Requirements. May be flown on a published IR Military Training Route (MTR) or squadron approved route. No lower than 1000 ft AGL minimum altitude. Can be flown in IFR conditions.

Performance Standards. Complete the following:

- (1) Conduct 1/4 of the route in AM. (Blk 82 only)
- (2) Conduct 1/4 of the route in DR. (Blk 82 only)
- (3) Fly 1/4 of route in degraded mode. (Blk 89A only)
- (4) Complete multiple updates.
- (5) Calculate mission completion fuel.
- (6) Navigation system accuracy within +/-10 secs.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. None

NAV-204

1.7

1 EA-6B A (N)

Goal. Maintain pilot/ECMO proficiency in visual low-level navigation.

Requirements. Conducted on a suitable MTR; No lower than 500 ft AGL minimum altitude.

Performance Standards. Complete the following:

- (1) Perform 'G' Awareness and FOD check maneuvers.
- (2) Navigate using timing, visual references, calculated headings, and commanded groundspeed.
- (3) Demonstrate ability to utilize the entire navigation system.
- (4) Accomplish TOT/JOT +/-10 seconds.
- (5) Calculate mission completion fuel.
- (6) Demonstrate ridgeline crossings - 90 degree, 45 degree, natural breaks, with unloaded and 90 AOB comedowns. Utilize dive recovery rules on the descent.
- (7) Perform speed rush baseline demo at 500 and 1000 ft AGL.
- (8) Demonstrate proper KIO/terminate procedures.

Crew. Pilot/ECMO 1.

Prerequisites. Selected LAT lectures.

Ordinance. None

External Support. None

4. Tactical Formation

a. Purpose. To review basic section air-work and to introduce the aircrew to tactical formation (TACFORM).

b. General. FORM-205 and 206 are meant to be a build-up for the DEFTAC phase. The ability to recognize and execute the tactical turns on FORM-205 is a prerequisite for conducting them in the low level environment on FORM-206. TACFORM is conducted to allow formation navigation with mutual support. TACFORM is not a low altitude MAX 'G' exercise. Emphasis should be on turn recognition and lookout in the comm out environment.

c. Ground/Academic Training. Applicable LAT lectures shall be conducted prior to commencing this phase of training.

d. Pilot/ECMO Flight Training (2 Flights, 3.4 Hours)

FORM-205 1.7 2 EA-6B A (N)

Goal. Introduce/practice day formation work.

Requirements. Review the tactical turns outlined in the MAWTS-1 LAT and DEFTAC Syllabus. Tactical turns will not be conducted below 5,000 ft AGL. 'G' Awareness and FOD check maneuvers will be completed prior to tactical maneuvering.

Performance Standards. Complete the following:

- (1) Section takeoff, 10 sec interval or simultaneous.
- (2) Perform NATOPS TACAN rendezvous.
- (3) Perform NATOPS breakup and rendezvous.
- (4) Conduct section maneuvering utilizing the Defensive Tactics Lecture Series. Complete the following turns IAW MAWTS-1 LAT syllabus where the wingman does not descend below the lead's altitude: (NVDs required if flown as night optional)
 - (a) NAV turn into/away.
 - (b) TAC turn into/away.
 - (c) Shackle turn.
 - (d) CROSS turn.
 - (e) In-place turn into/away.
- (5) Perform at least one NATOPS/unit SOP section approach/missed approach procedure.
- (6) Unit SOP section landing recommended.

Crew. Pilot/ECMO 1.

Prerequisites. NAV-204 (N) if flown as night optional.

Ordinance. None

External Support. None

FORM-206

1.7

2 EA-6B A (N)

Goal. Introduce/practice section tactical navigation, tactical turns, and mutual support in the low-altitude environment.

Requirements. Flown on a suitable MTR, or certified route, no lower than 500 ft AGL. Tactical turns will be IAW the MAWTS-1 LAT Syllabus. Pilot's initial FORM-206 will be flown as wing only. Follow-on flights, lead may be exchanged during the low level portion to provide equal training for both aircrews. 'G' Awareness and FOD check maneuvers will be completed prior to tactical maneuvering. NVDS required if flown as night optional.

Performance Standards. Complete the following turns IAW MAWTS-1 LAT syllabus lectures:

- (1) Perform 'G' Awareness and FOD check maneuvers.
- (2) Perform section maneuvering at CL, no lower than 500' AGL.
- (3) Complete the following turns:

- (a) NAV into/away.
- (b) TAC into/away.
- (c) Shackle.
- (d) Cross-turn.
- (e) In-place into/away.

- (4) Practice ridge-line crossings.

Crew. Pilot/ECMO 1.

Prerequisites. FORM-205. NAV-204 (N), FORM-205 (N) if flown as night optional.

Ordinance. None

External Support. None

5. Aerial Refueling

a. Purpose. To introduce the Pilot/ECMO to day aerial refueling procedures.

b. General. The type of aircraft utilized for aerial refueling shall be determined by mission requirements.

c. Ground Training. Aircrew shall receive all applicable aerial refueling lectures prior to flight in this stage.

d. Pilot/ECMO Flight Training (1 Flight, 1.0 Hour)

AR-207

1.0

1 EA-6B A

Goal. Introduce/practice the techniques/procedures for high altitude day tanking.

Requirements. May be flown in conjunction with any other scheduled mission. NATOPS Aerial Refueling Manual provides

further guidance.

Performance Standards. Complete the following:

- (1) Brief aerial refueling emergencies.
- (2) Execute the proper:
 - (a) Communications procedures.
 - (b) Tanker rendezvous.
 - (c) Aerial refueling procedures/techniques.
 - (d) Departure from tanker.
- (3) Complete 4 plugs (wet or dry) for initial/refresher aircrew.
- (4) Complete 1 plug to maintain currency.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. Aerial refueling platform; KC-130,135 etc.

6. Night Systems (NS)

a. Purpose. To qualify aircrew in the use of Night Vision Devices (NVDs) in the EA-6B aircraft.

b. General. Night systems training sorties introduce and familiarize EA-6B aircrew with capabilities and limitations of NVDs in the aircraft.

(1) A MAWTS-1 certified NSI pilot shall be crewed with the prospective NSQ ECMO 1; and a MAWTS-1 certified NSI ECMO (occupying ECMO 1 position) shall be crewed with the prospective NSQ pilot. Section NSQ flights require Section Leader NSI Pilot in lead aircraft.

(2) The Night Systems Qualification Syllabus will apply specifically to front seat aircrew, i.e. Pilot/ECMO 1. NSQ shall refer only to front seat qualifications. Backseat aircrew must have completed ground training prior to using NVDs.

(3) NS-212 requires prospective NSQ Pilot/ECMO 1 must have flown FORM-206 within the past 60 days.

(4) Upon completion of the NS-210, NS-211, and NS-212 with a designated NSI, an aircrew may be designated Night Systems Qualified High (NSQ-HI).

(5) At the discretion of the commanding officer, NSQ-HI aircrew may fly any night or night optional event in the T&R with the aid of NVDs. Except when conducting NSQ-LO qualification events (NS-311 and NS-312) with an NSI, NSQ-HI aircrew are limited to minimum altitude of 1000 feet AGL for all night sorties (No lower than NAVAIR minimums for the EA-6B).

(6) After the successful completion of NS-312, an NSQ-HI qualified aircrew is eligible to be designated NSQ-LO qualified by the commanding officer.

(7) NS-311 and NS-312 require that prospective pilot/ECMO 1 must have flown FORM-206 within the past 60 days.

(8) Consult T&R Manual, Administrative for applicable for light level, night currency and altitude restrictions for NS sorties.

c. Ground/Academic Training. The following courses of instruction shall be completed prior to flight in this stage:

(1) Night Imaging and Threat Evaluation (NITE) lab syllabus.

(2) MAWTS-1 lecture: Night Vision Devices in the EA-6B. This lecture includes the following subjects:

(a) EA-6B NSQ and NSI program and philosophy.

(b) EA-6B NSQ and NSI briefing guide.

(c) EA-6B and NVD crew coordination considerations.

(d) EA-6B NVD tactical employment considerations.

d. Pilot/ECMO Flight Training (3 Flights, 5.1 Hours)

NS-210

1.7

1 EA-6B A NS

Goal. Introduce high altitude (5000' AGL and above) flight with NVDs in the EA-6B. Practice all NVD principles and concepts.

Requirements. Conducted at night with light levels in accordance with T&R Manual, Administrative. An NSI EA-6B pilot or ECMO will occupy the front seat for all NS syllabus sorties.

Performance Standards. Complete the following:

- (1) Introduce NVDs to prospective NSQ Pilot/ECMO 1.
- (2) Practice inflight NVD placement/removal procedures.
- (3) Demonstrate limited NVD field-of-view (FOV) and practice NVD scan pattern with instrument crosschecks.
- (4) Demonstrate and practice maneuvering appropriate to EA tracks with consideration given to NVD capabilities and limitations. Prospective NSQ aircrew shall practice both mild maneuvering (limited to 60° AOB) and scan techniques.
- (5) Practice removal and storage of NVDs during both normal operations and one simulated emergency.
- (6) Discuss recognition of NVD malfunctions.
- (7) Practice crew coordination procedures while on NVDs.

Crew. Pilot or ECMO 1 NSI and pilot or ECMO 1 under training.

Prerequisites. NAV-203.

Ordinance. None

External Support. None

NS-211

1.7

1 EA-6B A NS

Goal. Introduce/practice high altitude only (5000' AGL and above) use of NVDs in a tactical scenario.

Requirements. Conducted at night in accordance with light level

requirements delineated in T&R Manual, Administrative. An NSI EA-6B pilot or ECMO will occupy the front seat for all NS syllabus sorties.

Performance Standards. Complete the following:

- (1) Meet pre-briefed TOT/JOT/HARM launch time within +/- 10 seconds.
- (2) Practice donning and doffing NVDs during normal operations.
- (3) Review limited NVD field-of-view (FOV).
- (4) Practice crew coordination procedures while on NVDs.
- (5) Discuss recognition of NVD malfunctions.

Crew. Pilot/ECMO 1 NSI and pilot/ECMO 1 under training.

Prerequisite. NS-210 and NAV-203.

Ordinance. None

External Support. None

NS-212

2.0

E 2 EA-6B A NS

Goal. Introduce formation flying with the aid of NVDs.

Requirements

- (1) Introduce goggle admin formation(s) enroute to the area.
- (2) Introduce goggle tactical formations above 5,000' AGL.
- (3) Conduct tactical section maneuvering IAW MAWTS-1 LAT Syllabus and NS Guide above 5000' AGL.
- (4) After successful completion of above 5000' AGL tasks, introduce goggle tactical formations NLT 1,000' AGL.
- (5) Conduct tactical section maneuvering IAW MAWTS-1 LAT Syllabus and NS Guide above 1000' AGL.
- (6) Introduce various combinations of light options and range cues.

Performance Standards. Complete the following:

- (1) Maintain sight of lead.
- (2) Conduct safe rendezvous.
- (3) Perform tactical section maneuvering.

Crew. Pilot/ECMO 1.

Prerequisite. NS-211 and FORM-206 within 60 days.

Ordinance. None

External Support. None

7. Familiarization

a. Purpose. To introduce the pilot and ECMO to the flight characteristics and maneuvering capabilities of the EA-6B.

b. General

(1) Only a designated Defensive Tactics Instructor (DEFTACI) shall be the flight instructor for the initial FAM-211 and when currency/proficiency lapses. For SFAM-210, the ECMO shall fly the trainer for at least three spins/out-of-control flight maneuvers. The DEFTACI may sit at the instructor's console or in the simulator. ACM Training Rules apply for these events and must be briefed as per T&R Manual, Administrative and OPNAV 3710.7.

(2) Emphasis is on preparing the aircrew for progression to DEFTAC qualification. The maneuvers outlined in these sorties should point out the EA-6B's maneuvering characteristics and how they apply to the air-to-air environment.

c. Ground Training. Refer to MAWTS-1 DEFTAC syllabus.

d. Pilot/ECMO Simulator Training (1 Period, 1.7 Hours)

SFAM-220

1.7

1 2F143 S

Goal. Introduce the pilot and ECMO to the flight characteristics and maneuvering capabilities of the EA-6B.

Requirements. Knowledge of the FAM-221 maneuvers outlined in the MAWTS-1 DEFTAC syllabus. Overhead maneuvers are required. Overheads may be accomplished in sequence, i.e., squirrel cage.

Performance Standards. Complete the following IAW NATOPS and applicable TAC Manuals:

- (1) Acceleration Demo 1'G' and < 1'G'
- (2) 1 G Approach-to-Stall and Recovery.
- (3) 2 G Approach-to-Accelerated Stall and Recovery.
- (4) Rolling G / Stab Aug Demo.
- (5) Break and Hard Turns at 10,000 ft. MSL.
- (6) Nose High Unusual Attitude and Recovery.
- (7) Break and Hard Turns at 20,000 ft. MSL.
- (8) Nose Low Unusual Attitude and Recovery.
- (9) Dynamic Zoom / Transient Wing Drop.
- (10) Slice Turn.
- (11) Confidence Maneuvers:
 - Flaperon Roll.
 - Wingover.
 - Barrel Roll.
- (12) Overhead Maneuvers:
 - Loop.
 - 1/2 Cuban Eight.
 - Immelmann.
 - Split S.
- (13) Introduce threat reactions. 50% Rule recoveries from 20,000 ft. MSL, to no lower than 500 ft. AGL using the dive recovery rules.
- (14) Multiple departures/out-of-control flight/spins. ECMOs shall fly the simulator for at least three departures/out-of-control/spins maneuvers.

Crew. Pilot and/or ECMO 1 and DEFTACI (initial flight only).

Prerequisites. Selected LAT lectures and BAM lectures.

Ordinance. None

External Support. None

e. Pilot/ECMO Flight Training (1 Flight, 1.5 Hours)

FAM-221 1.5 E 1 EA-6B A (N)

Goal. Introduce/practice maneuvers designed to familiarize the Pilot/ECMO with flight characteristics and maneuvering capabilities of the EA-6B.

Requirements. Knowledge of the FAM-221 maneuvers outlined in the MAWTS-1 DEFTAC syllabus. Overhead maneuvers are recommended and shall be completed at aircraft gross weights at or below 45,000 pounds. When configured with external fuel tanks, they shall be empty before commencing overheads. Overheads may be accomplished in sequence, i.e., squirrel cage.

Performance Standards. Complete the following:

- (1) Acceleration Demo 1'G' and < 1'G'.
- (2) 1 G Approach-to-Stall and Recovery.
- (3) 2 G Approach-to-Accelerated Stall and Recovery.
- (4) Rolling G / Stab Aug Demo.
- (5) Break and Hard Turns at 10,000 ft. MSL.
- (6) Nose High Unusual Attitude and Recovery.
- (7) Break and Hard Turns at 20,000 ft. MSL.
- (8) Nose Low Unusual Attitude and Recovery.
- (9) Dynamic Zoom / Transient Wing Drop.
- (10) Slice Turn.
- (11) Confidence Maneuvers:
 - Flaperon Roll.
 - Wingover.
 - Barrel Roll.
- (12) Overhead Maneuvers:
 - Loop (Day Only).
 - 1/2 Cuban Eight (Day Only).
 - Immelmann (Day Only).
 - Split S.
- (13) Threat reaction.
- (14) 50% Rule recoveries from 20,000 ft. MSL, to no lower than 500' AGL using the dive recovery rules.

Crew. Pilot or ECMO 1 and DEFTACI (initial flight only).

Prerequisites. SFAM-220. Initial FAM-221 flown day.

Ordinance. None

External Support. None

8. HARM employment

a. Purpose. To introduce the aircrew to the coordination and system/aircraft requirements for timely and accurate HARM delivery.

b. General. THARM-230 is a TEAMS planning mission only and shall be completed prior to SHARM-231, 232. HARM-233, 234 can be flown in conjunction with other missions. SHARM-231, 232 are comprehensive trainers and shall be an evaluation of the techniques/procedures required for HARM employment. Emphasis

should be placed on mission planning, tailoring libraries, reactive shots and timing.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

(1) MAWTS-1 HARM lecture series.

d. HARM Mission Planning (1 Period, 2.0 Hours)

THARM-230 2.0 1 TEAMS S

Goal. Practice HARM planning on the TEAMS Terminal.

Requirements. Complete the following:

- (1) Plan a minimum of 3 HARM shots:
 - (a) Deconflicting geometrically.
 - (b) Deconflicting parametrically.
 - (c) Utilizing MME/MNT.
- (2) Utilize 3 different profiles (PB, RK, RU) for each shot, comparing time of flights (TOF), launch points, fields of view, probability of hit footprints (POHF), etc.
- (3) Discuss friendly emitter deconfliction.

Performance Standards. To be evaluated during execution on SHARM missions.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. None

Ordnance. None

External Support. None

e. Pilot/ECMO Simulator Training (Pilot: 1 Period, 1.5 Hours; ECMO: 2 Periods, 3.0 Hours)

SHARM-231 1.5 1 2F143 S

Goal. Practice Pilot/ECMO 1 to HARM employment procedures.

Requirements. Shall be completed using integrated simulators with SHARM-232. THARM-230 scenario and planning shall be employed.

Performance Standards. Complete the following:

- (1) Execute multiple HARM launches utilizing various modes (PB, RK, RU).
- (2) Meet timing/routing requirements.
- (3) Demonstrate proper crew coordination with respect to pre and post-launch responsibilities.
- (4) Complete HARM shot card.
- (5) Perform ABL procedures.
- (6) Successfully employ missile with various system malfunctions.
- (7) Review abort codes.
- (8) Practice hung ordnance approach procedures.

Crew. Pilot/ECMO 1.

Prerequisites. THARM-230.

Ordinance. None

External Support. None

SHARM-232

1.5 1 15E22C S

Goal. Introduce ECMO 2/3 to HARM employment procedures.

Requirements. Utilize THARM-230 scenario. May be flown using integrated simulator with SHARM-231.

Performance Standards. Complete the following:

- (1) Execute multiple HARM launches utilizing various modes (PB, RK, RU).
- (2) Develop target packages using Target Hook, Emitter Hook, OP Create, and ELINT modifications.
- (3) Perform ABL procedures.
- (4) Practice proper crew coordination with respect to pre and post-launch responsibilities.
- (5) Complete HARM shot card.
- (6) Successfully employ missile with various system malfunctions.

Crew. ECMO 2/3.

Prerequisites. THARM-230.

Ordinance. None

External Support. None

f. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

HARM-233

1.7 1 EA-6B A (N)

Goal. Practice HARM employment procedures for Pilot/ECMO 1.

Requirements. May be flown in conjunction with other missions.

Performance Standards. Complete the following:

- (1) Integrate HARM shot into SEAD gameplan.
- (2) Navigate to launch point within 3 nm.
- (3) Meet HARM launch timing +/-10 seconds.
- (4) Meet HARM TOT +/-10 seconds.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. Captive AGM-88 preferred.

External Support. None

HARM-234

1.7 1 EA-6B A (N)

Goal. Practice HARM employment procedures for ECMO 2/3.

Requirements. May be flown in conjunction with other missions.

Performance Standards. Complete the following:

- (1) Integrate HARM shot into SEAD gameplan.
- (2) Navigate to launch point within 3 nm.
- (3) Meet HARM TOT +/-10 seconds.
- (4) Complete HARM shot card.
- (5) Practice ABL (if captive AGM-88 available).

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. Captive AGM-88 preferred.

External Support. None

9. Electronic Warfare Support

a. Purpose. To introduce and practice ES procedures and TERPES integration.

b. General. SES-240, 241 are designed to increase the signal recognition and identification proficiency in a dense electromagnetic environment. ES-242, 243 should be flown against an EW range with real world signals. To the greatest extent possible, ES-242, 243 should include an S-2 intel scenario/brief/debrief and TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) ES General Tactics.
- (2) HARM as a sensor.

d. Pilot/ECMO Simulator Training (Pilot: 1 Period, 2.0 Hours; ECMO: 3 Periods, 6.0 Hours)

<u>SES-240</u>	<u>2.0</u>	<u>1 15E22C S</u>
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Goal. Review the procedures necessary to properly conduct the OBS Built-in-Tests (BITs). Increase ECMO signal recognition capabilities of EW/GCI/ACQ/FC/TT/IL/AI radar signals.

Requirements. Identify EW/GCI/ACQ/FC/TT/IL/AI radar signals and respond to system malfunctions. Review general radar characteristics as per function.

Performance Standards. Complete the following:

- (1) System power-up and initialization.
- (2) Demonstrate recorder operations.
- (3) Complete OBS and A/D Converter BITs.
- (4) Identify, localize, and record signals of interest.
- (5) Correctly initialize recorder.
- (6) Activate appropriate libraries.
- (7) Initialize FR-AZ display.

- (8) Initialize GEO display.
- (9) Practice degraded modes of operation.

Crew. ECMO 2/3.

Prerequisites. None

Ordnance. None

External Support. None

SES-241

2.0 1 15E22C S

Goal. Increase ECMO signal recognition capabilities in a dense electromagnetic environment.

Requirements. Identify/localize signals of interest and respond to system malfunctions.

Performance Standards. Complete the following:

- (1) Identify, localize, and record signals of interest in a dense signal environment.
- (2) Coordinate NAV track for ES optimization.
- (3) Properly initialize the OBS to maximize the ES effort.
- (4) Maintain ES logs, focusing on SOI.
- (5) Correctly reference EPL for SOI characteristics.
- (6) Introduce coordination with National Assets.
- (7) Introduce MATT/CTT integration.

Crew. ECMO 2/3.

Prerequisites. None

Ordnance. None

External Support. None

TES-242

2.0 1 USQ-113 S

Goal. Introduce C2W mission planning utilizing TEAMS to build mission data ISO USQ operations. Introduce USQ-113 functionality and operations.

Requirements. Analyze scenario based C2 environment and build data supporting USQ-113 operations against critical/time sensitive nodes. Load and employ USQ-113 data files ISO C2W mission scenario.

Performance Standards. Complete the following:

- (1) Introduce nodal analysis.
- (2) Develop configuration files.
- (3) Demonstrate procedures for loading USQ configuration files.
- (4) Demonstrate USQ-113 modes of operation.
- (5) Add and delete targets.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. None

Ordinance. None

External Support. None

e. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

ES-243

1.7

1 EA-6B A (N)

Goal. Practice front seat single-ship ES techniques in the EA-6B and mission planning capabilities of TERPES.

Requirements. May be conducted in conjunction with other sorties. S-2/EWO and TERPES should provide a scenario and pre-flight briefing.

Performance Standards. Complete the following:

- (1) Plan a navigation track that optimizes OBS detection capabilities.
- (2) Develop a TEAMS mission.
- (3) Conduct a surveillance mission against an EW range, local ATC radars, or surface ship radars.
- (4) Utilize the HARM as a sensor.
- (5) Maintain appropriate logs for post mission reconciliation.
- (6) Complete TEAMS and TERPES post mission analysis.
- (7) Plan for and utilize the USQ-113.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. Captive AGM-88 Block preferred.

External Support. None

ES-244

1.7

1 EA-6B A (N)

Goal. Practice single-ship backseat ES techniques in the EA-6B and mission planning capabilities of TERPES.

Requirements. Same as ES-242.

Performance Standards. Same as ES-242 with the addition of:

- (1) Properly initialize the OBS.
- (2) Identify, localize and record SOI.
- (3) Develop an ambiguity resolution plan.

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. Captive AGM-88 preferred.

External Support. None

10. Deep Air Support (DAS)

a. Purpose. Introduce the aircrew to tactical employment of the EA-6B in the DAS environment.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) ASE.
- (2) Jamming Fundamentals.
- (3) USQ 113 tactical considerations.
- (4) USQ 113 TEAMS planning.
- (5) EA General tactics.

d. Pilot/ECMO Simulator Training (Pilot: 1 Period, 1.5 Hours; ECMO: 2 Periods, 3 Hours)

SDAS-250 1.5 1 2F143 S

Goal. Introduce/practice the aircrew requirements for jamming in support of a coordinated strike scenario.

Requirements. Shall be flown integrated with SDAS-251.

Performance Standards. Complete the following:

- (1) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (2) Determine optimum load-out.
- (3) Meet timing requirement +/- 10 seconds.
- (4) Coordinate a TERPES brief of scenario parametrics.
- (5) Develop HARM plan.
- (6) Brief HVAA protection plan.
- (7) Develop an expendable gameplan.
- (8) Practice degraded modes of operation.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordnance. None

External Support. None

SDAS-251 1.5 1 15E22C S

Goal. Introduce/practice the aircrew requirements for jamming in support of a coordinated strike scenario.

Requirements. May be flown integrated with SDAS-250.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission based on S-2 scenario.
- (2) Determine optimum support profile and navigation track.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +/-10 seconds.
- (5) Coordinate TERPES brief of scenario parametrics.

- (6) Develop HARM and jammer game plan.
- (7) Successfully initialize OBS and TJS.
- (8) Make/adjust jammer assignments in accordance with jammer gameplan.
- (9) Maintain EA logs.
- (10) Execute hardware and software checks.
- (11) Practice degraded modes of operation.

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. None

External Support. None

e. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

DAS-252 1.7 1 or 2 EA-6B(s) A (N)

Goal. Introduce/practice the aircrew requirements for section jamming in support of a DAS strike scenario.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission for a section of EA-6B.
- (2) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +10 seconds.
- (5) Coordinate TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVAA protection plan.
- (8) Develop a USQ-113 integration and targeting plan.
- (9) Develop an expendables gameplan.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. 40 Chaff/20 Flares. Captive AGM-88 preferred.

External Support. None

DAS-253 1.7 1 or 2 EA-6B(s) A (N)

Goal. Practice the aircrew requirements for section jamming in support of a coordinated strike scenario.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single. A post-flight debrief should be conducted with S-2/TERPES.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission based on intel scenario.

- (2) Determine optimum support profile and navigation track.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +/-10 seconds.
- (5) Coordinate TERPES brief of scenario parametrics.
- (6) Develop HARM and jammer game plan.
- (7) Develop a USQ-113 integration and targeting plan.
- (8) Initialize OBS and TJS.
- (9) Make/adjust jammer assignments in accordance with jammer gameplan.
- (10) Maintain EA logs.
- (11) Execute hardware and software checks.

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. Captive AGM-88 preferred.

External Support. None

11. Reactive Suppression of Enemy Air Defenses (RSEAD)

a. Purpose. To introduce the aircrew to RSEAD in a fluid environment.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief. Missions in this phase will focus on scenarios where the target and threat are both co-located and not co-located. EWCAS is a subset of RSEAD; however, RSEAD may be executed outside the CAS environment. As the most difficult RSEAD to execute, EWCAS scenarios will be introduced in this phase.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) EWCAS.
- (2) MAWTS-1 RSEAD lecture.
- (3) Fire Support Coordination Measures.
- (4) MACCS lecture.

d. Pilot/ECMO Simulator Training (Pilot: 1 Period, 1.5 Hours; ECMO: 2 Periods, 3.0 Hours)

SRSEAD-260 1.5 1 2F143 S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Shall be flown integrated with SRSEAD-261.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TEAMS mission.
- (3) Practice on-axis and off-axis procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 4 threat is the target missions.
- (6) Conduct a minimum of 4 threat is not the target missions.

- (7) Prepare communications flow and reporting procedures.
- (8) Practice degraded modes of operation.
- (9) Gain alignment to within +/- 3 Deg.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. None

SRSEAD-261

1.5 1 15E22C S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. May be flown integrated with SRSEAD-260.

Performance Standards. Same as SRSEAD-260. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. None

External Support. None

e. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

RSEAD-262

1.7 1 EA-6B A (N)

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TEAMS mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 threat is the target missions.
- (6) Conduct a minimum of 2 threat is not the target missions.
- (7) Prepare communications flow and reporting procedures.

Crew. Pilot/ECMO 1.

Prerequisites. SRSEAD-260.

Ordinance. 40 Chaff/20 Flares. Captive AGM-88 preferred.

External Support. None

RSEAD-263 1.7 1 EA-6B A (N)

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Same as RSEAD-262.

Performance Standards. Same as RSEAD-262. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

Prerequisite. SRSEAD-261.

Ordinance. Captive AGM-88 preferred.

External Support. None

12. Task Force Support

a. Purpose. To introduce EA-6B tactics and techniques in the force protection role.

b. General. These missions are intended to familiarize the EA-6B aircrew with tactics and techniques and may include, but are not limited to, Anti-Ship Missile Defense (ASMD), helicopter support, airfield defense, GCE support, counter-battery artillery raids, or vital area defense.

c. Ground Training

- (1) EA-6B in MAGTF Operations.
- (2) Bulk Chaff Tactics.

d. Pilot/ECMO Simulator Training (Pilot: 1 Period, 1.5 Hours; ECMO: 2 Periods, 3.0 Hours)

STF-270 1.5 1 2F143 S

Goal. Introduce/practice procedures for task force support.

Requirements. May be flown integrated with STF-271.

Performance Standards. Complete the following:

- (1) Simulate coordination with supported unit.
- (2) Determine threat to supported unit.
- (3) Determine SOI for threat warning.
- (4) Determine criteria for flex to reactionary defense.
- (5) Determine and execute proper reporting procedures.

- (6) Prepare TEAMS mission.
- (7) Prepare expendables gameplan, to include chaff corridors (if available).
- (8) Prepare go/no go criteria.
- (9) Practice degraded modes of operation.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. None

STF-271 1.5 1 15E22C S

Goal. Introduce/practice procedures for task force support.

Requirements. May be flown integrated with STF-270.

Performance Standards. Same as STF-270, with the addition of the following:

- (1) Prepare jammer and HARM gameplan.

Crew. ECMO 2/3.

Prerequisites. None

Ordinance. None

External Support. None

133. COMBAT QUALIFICATION TRAINING, PILOT AND ECMO

1. Aerial Refueling

a. Purpose. To introduce the Pilot/ECMO to night aerial refueling procedures.

b. General. The type of aircraft utilized for aerial refueling shall be determined by mission requirements.

c. Ground Training. Aircrew shall receive all applicable aerial refueling lectures prior to flight in this stage.

d. Pilot Flight Training (1 Flight, 1 Hour)

AR-307 1.0 1 EA-6B A N

Goal. Introduce/practice the techniques/procedures for high altitude night tanking.

Requirements. May be flown in conjunction with any other scheduled mission. NATOPS Aerial Refueling Manual provides further guidance.

Performance Standards. Complete the following:

- (1) Brief aerial refueling emergencies.

- (2) Execute the proper:
 - (a) Communications procedures.
 - (b) Tanker rendezvous.
 - (c) Aerial refueling procedures/techniques.
 - (d) Departure from tanker using appropriate procedures and communications.
- (3) Complete 4 plugs (wet or dry) for initial/refresher aircrew.
- (4) Complete 1 plug to maintain currency.

Crew. Pilot.

Prerequisites. AR-206.

Ordinance. None

External Support. Aerial refueling platform; KC-130, KC-135 etc.

2. Night Systems (NS)

a. Purpose. To qualify aircrew in the use of Night Vision Devices (NVDs) in the EA-6B aircraft in the low level environment.

b. General. Night systems training sorties introduce and familiarize EA-6B aircrew with capabilities and limitations of NVDs in the aircraft in the low level environment.

(1) A MAWTS-1 certified NSI pilot shall be crewed with the prospective NSQ ECMO 1; and a MAWTS-1 certified NSI ECMO (occupying ECMO 1 position) shall be crewed with the prospective NSQ pilot. Section NSQ flights require Section Leader NSI Pilot in lead aircraft.

(2) The Night Systems Qualification Syllabus will apply specifically to front-seat aircrew, i.e., Pilot/ECMO 1. NSQ shall refer only to front seat qualifications. Backseat aircrew must have completed ground training prior to utilizing NVDs.

(3) Aircrew must have completed NSQ-HI training and have been designated by the commanding officer as NSQ-HI qualified prior to commencing NSQ-LO training.

(4) After the successful completion of NS-312, an NSQ-HI qualified aircrew is eligible to be designated NSQ-LO qualified by the commanding officer.

(5) NS-311 and NS-312 require that prospective pilot/ECMO 1 must have flown FORM-206 within the past 60 days.

(6) Consult T&R Manual, Administrative for light level, night currency and altitude restrictions for NS sorties.

c. Pilot/ECMO Flight Training (2 Flights, 4 Hours)

NS-311 2.0 1 EA-6B A NS

Goal. Introduce single ship flight below 1000' AGL utilizing NVDs. Emphasis should be placed on low altitude procedures using NVDs, communications, and maneuver techniques.

Requirement. As a single ship, perform descent to comfort level (CL), straight and level flight, ridgeline crossings, and Nav/Hard/Break turns. Minimum of two circuits required for

completion, the first circuit at CL no lower than 1000' AGL and the remaining circuit(s) at CL no lower than 500' AGL.

Performance Standards. Complete the following:

- (1) Know and understand visual illusions associated with NVD usage.
- (2) Know and understand mission cross check times.
- (3) Meet pre-briefed TOT/JOT/HARM launch time within +/-10 seconds.
- (4) Practice donning and doffing NVDs during normal operations.
- (5) Review limited NVD field-of-view (FOV).
- (6) Practice crew coordination procedures while on NVDs.
- (7) Discuss recognition of NVD malfunctions.

Crew. Pilot/ECMO 1.

Prerequisite. NSQ-HI qualified.

Ordinance. Captive AGM-88 preferred.

External Support. None

NS-312

2.0

E 2 EA-6B A NS

Goal. Introduce night section conventional low level navigation using NVDs and evaluate Night Systems procedures within a tactical scenario. NSQ-LO designation flight. Emphasis should be placed on low level section procedures using NVDs, communications, and maneuver techniques.

Requirement. As a wingman, perform descent to comfort level (NLT 500' AGL), straight and level, turns, ridgeline crossings, and formations introduced in NS-212. Conduct section low level ingress to a tactical scenario using NVDs.

Performance Standards. Complete the following:

- (1) Know and understand visual illusions associated with NVD usage.
- (2) Meet pre-briefed TOT/JOT/HARM launch time within +/-10 seconds.
- (3) Practice donning and doffing NVDs during normal operations.
- (4) Review limited NVD field-of-view (FOV).
- (5) Practice crew coordination procedures while on NVDs.
- (6) Able to maintain formation in the low level environment.
- (7) Know guidelines for NVD use outlined in Volume I.
- (8) Discuss recognition of NVD malfunctions.

Crew. Pilot/ECMO 1.

Prerequisite. NS-311 and have flown FORM-206 within 60 days.

Ordinance. Captive AGM-88 preferred.

External Support. None

3. Defensive Tactics (DEFTAC)

- a. Purpose. To introduce the EA-6B aircrew to the capabilities and

limitations in the air-to-air and surface-to-air environment. This includes BVR/WVR maneuvering and section defensive tactics.

b. General

(1) Current OPNAVINST 3710.7, T&R Manual, Administrative, MAWTS-1 Course Catalog, and Fleet/Wing/Group orders define the limitations for the conduct of ACM. All air-to-air training is subject to the guidelines set forth in these orders.

(2) Only those aircrew certified by MAWTS-1 and designated by the commanding officer as DEFTAC Instructors (DEFTACI) will conduct the ground and in-flight instruction associated with DEFTAC. The T&R Manual, Administrative ACM flight lead designation does not apply to the EA-6B. ACMI/TACTS pods shall be used if available.

(3) Initial Qualification. A DEFTACI shall occupy either the pilot or ECMO 1 position for all initial qualification sorties for the pilot and ECMO(s). The ECMO(s) may qualify/update any DEFTAC in any ECMO crew position. A DEFTACI pilot shall fly as section lead for all initial qualification sorties (DEFTAC-325). A DEFTACI pilot shall fly as wingman for a pilot's DEFTAC Section Leader qualification sortie DEFTAC-326. ECMO(s) record DEFTAC-326 sorties as DEFTAC-325. All aircrew shall be proficient in FAM-221 (BAM flight), and FORM-205 (Section maneuvering) prior to flight in this stage. Multiple DEFTAC Xs per flight are not permitted.

(4) Currency. An EA-6B flight within the last 15 days is required before flying a DEFTAC sortie.

(5) Evaluations. DEFTAC-325 is the evaluation sortie for the DEFTAC stage. Upon successful completion of DEFTAC-325, aircrew will be designated in writing by the squadron commanding officer as DEFTAC qualified. DEFTAC-326 is the pilot evaluation sortie for DEFTAC Section Leader. Upon successful completion of DEFTAC-326, the pilot will be designated in writing by the squadron commanding officer as DEFTAC Section Leader.

(6) Utilizing Adversary Aircraft. One dissimilar adversary aircraft is required for all DEFTAC sorties except DEFTAC-322 (Threat Reaction). DEFTAC-320 does not require a radar-missile/BVR capable adversary. DEFTAC-324 through DEFTAC-326 require either radar-missile capable dissimilar adversaries (i.e., FA-18, F-16, F-15, F-14, etc.) or professional adversaries (i.e., VMFT-401, TOPGUN, VC squadrons, etc.). Aircrew qualifications for adversary aircraft are specified in T&R Manual, Administrative.

c. Ground Training. All DEFTAC ground training specified in the MAWTS-1 Course Catalog must be completed prior to flight in this stage and within the 6 months prior to DEFTAC qualification. All aircrew must successfully complete a MAWTS-1 developed and squadron DEFTACI administered DEFTAC academic exam prior to flight in this stage.

d. Pilot/ECMO Simulator Training (2 Periods, 2 Hours)

e. Pilot/ECMO Flight Training (Pilot: 5 Flights, 5 Hours; ECMO: 4 Flights, 4 Hours)

DEFTAC-320 1.0 1 EA-6B A vs 1 Dissimilar Adversary A

Goal. Introduce lvl Basic Fighter Maneuver Counters (BFMC).

Requirements. Complete the following:

- (1) Eyeball calibration and demos:
 - (a) Bogey demo low-to-high angle-off-tail (AOT) from 20, 40, 60° and top/bottom of aircraft.
 - (b) Bogey demo missile and gun envelopes with pursuit demos (lead, lag, pure).
 - (c) Bogey demo six o'clock blind zone.
 - (d) Bogey demo low Yo-Yo, high Yo-Yo, and Lag Roll.
- (2) Guns Weave:
 - (a) Run 1: Bogey comm/EA-6B non-maneuvering.
 - (b) Run 2: Bogey comm/EA-6B maneuvers.
 - (c) Run 3: Bogey no comm/EA-6B maneuvers.
- (3) Perform low angle and high angle defensive counters against a bogey simulating a Category II or III aircraft using an IR-1 or IR-2 WEZ.
- (4) Perform multiple head-on starts with bogey simulating a Category II or III aircraft using an IR-1 or IR-2 WEZ.
 - (a) One-circle flow.
 - (b) Two-circle flow.
 - (c) Bogey vertical at merge.
 - (d) Bogey vertical at turn-in.
 - (e) Bogey uses highest category aircraft capable with an IR-1 or IR-2 WEZ.

Performance Standards. Brief and effectively employ expendables in conjunction with the maneuvers.

Crew. Pilot/ECMO 1/2/3.

Prerequisites

- (1) All aircrew: DEFTAC lecture series, FAM-221.
- (2) Pilot/ECMO 1: FORM-205.

Ordnance. 60 Flares. TACTS/ACMI pod shall be used, if available, for debrief.

External Support. 1v1 dissimilar F/W adversary.

SDEFTAC-321

1.0

1 2F143 S

Goal. Introduce EA-6B threat reaction for surface-to-air missiles (SAM), anti-aircraft artillery (AAA), and air-to-air missiles (AAM).

Requirements. No lower than 500 ft AGL. The DEFTACI will be in the simulator or at the simulator console. The aircrew under instruction will demonstrate knowledge of all maneuvers.

- (1) Hard and break turns (500 ft AGL).
- (2) Transitions from 25,000 ft MSL, 10,000 ft AGL and 5,000 ft AGL to no lower than 500 ft AGL utilizing the 50% rule.
- (3) Threat reaction drills from 25,000 MSL and 5,000 ft AGL.
 - (a) SAM (mod Level-S, long range SAM defense, and short range SAM defense).
 - (b) AAA (Gun Jink).
 - (c) AAM (forward-quarter missile defense [FQMD]).

Performance Standards. Brief and effectively employ expendables in conjunction with the maneuvers.

Crew. Pilot/ECMO 1 and DEFTACI (at console or in simulator).

Prerequisites. DEFTAC lecture series, FAM-221.

Ordinance. Simulate 40 Chaff/20 Flares.

External Support. None

DEFTAC-322

1.0

1 EA-6B A

Goal. Practice EA-6B threat reaction for surface-to-air missiles (SAM), anti-aircraft artillery (AAA), and air-to-air missiles (AAM).

Requirements. No lower than 500 ft AGL. The aircrew under instruction will demonstrate knowledge of all maneuvers.

- (1) Hard and break turns (500 ft AGL).
- (2) Transitions from 25,000 ft MSL, 10,000 ft AGL and 5,000 ft AGL to no lower than 500 ft AGL utilizing the 50 percent rule.
- (3) Threat reaction drills from 25,000 ft MSL and 5,000 ft AGL. These drills shall include:
 - (a) SAM (mod Level-S, long range SAM defense, and short range SAM defense).
 - (b) AAA (Gun Jink).
 - (c) AAM (forward-quarter missile defense [FQMD]).

Performance Standards. Brief and effectively employ expendables in conjunction with the maneuvers.

Crew. Pilot, ECMO 1/2/3.

Prerequisites. SDEFTAC-321.

Ordinance. 40 Chaff/20 Flares.

External Support. When able, use smokey SAMs and feedback capable emitters to measure radar break-lock and expendable effectiveness.

SDEFTAC-323

1.0

1 2F143 1 15E22C S

Goal. Introduce intercept control and BVR engagements, Slide/Scram execution, and practice FQMD.

Requirements. Flown as integrated trainer. Utilize Broadcast and Tactical Control to build intercept timeline situational awareness. DEFTACI makes appropriate shot calls for simulated bogey. Complete the following:

- (1) Bogey commits against EA-6B from 30 nm (EA-6B non-maneuvering).
- (2) Bogey at Scram.
- (3) Simulate bogey inside Scram but outside of E-Pole.
- (4) Simulate "Pop-up Threat" inside E-Pole.
- (5) Dive recovery rule to no lower than 500 ft AGL.

Performance Standards. Complete the following:

- (1) Determine timely Slide/Scram and E-Pole ranges and directions.
- (2) Interpret AIC/GCI communications.
- (3) Build intercept timeline situational awareness.

(4) Demonstrate proper expendables employment.

Crew. Pilot, ECMO 1/2/3 and DEFTACI.

Prerequisites. DEFTAC lecture series, FAM-221.

Ordnance. Simulate 40 Chaff/20 Flares.

External Support. GCI controller (if available).

DEFTAC-324

1.0

1 EA-6B A vs 1 Dissimilar Adversary A

Goal. Practice the communications and situational awareness required for Intercept Control and BVR engagements, determination of slide/scram criteria, and FQMD.

Requirements. GCI/AEW required if available. If no radar control available, an air-intercept radar equipped bogey flown by an ACM Flight Lead may be substituted. Utilize Broadcast and Tactical Control to build intercept timeline situational awareness. Complete the following:

- (1) Eyeball calibration.
- (2) Bogey at Scram.
- (3) Bogey inside Scram and outside of E-Pole.
- (4) Bogey "Pop-up Threat" inside E-Pole.
- (5) Execute dive recovery rule to no lower than 500 ft AGL using the dive recovery rules.

Performance Standards. Complete the following:

- (1) Determine timely Slide/Scram and E-Pole ranges and directions.
- (2) Interpret AIC/GCI communications.
- (3) Build intercept timeline situational awareness.
- (4) Gain proficiency in execution of the FQMD.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. SDEFTAC-323, DEFTAC-320.

Ordnance. 40 Chaff/20 Flares.

External Support. 1v1 dissimilar F/W adversary and GCI/AEW.

DEFTAC-325

1.0

E 2 EA-6B A vs 1 Dissimilar Adversary A

Goal. Introduce section DEFTAC. This is the pilot/ECMO qualification sortie.

Requirements. A DEFTACI pilot shall be section lead for all initial qualifications and whenever the wingman is not a qualified DEFTAC Section Leader. Complete the following:

- (1) Maneuver section to counter a Zone 1 threat outside of E-Pole.
- (2) Section FQMD to counter a Zone 1 threat inside of E-Pole.
- (3) Maneuver section to counter a Zone 2 threat outside of E-Pole.
- (4) Counter a threat outside of E-Pole from a non-visual set-up in an EW Track.
- (5) Counter a threat inside of E-Pole from a non-visual set-up in

an EW Track.

Performance Standards. Complete the following:

- (1) Determine proper Slide/Scram and E-Pole ranges.
- (2) Properly interpret AIC/GCI communications.
- (3) Establish deconfliction criteria.
- (4) When targeted, execute effective FQMD; when not targeted, execute effective Scram tactics.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. DEFTAC-322 and 324.

Ordnance. 40 Chaff/20 Flares. TACTS pods (EA-6Bs and adversary) are required, if available.

External Support. 2v1 with one dissimilar F/W adversary and GCI/AEW.

DEFTAC-326

1.0

E 2 EA-6B A vs 1 Dissimilar Adversary A

Goal. Evaluate the pilot's ability to successfully lead a section DEFTAC mission. This is the Pilot's DEFTAC Section Leader qualification sortie.

Requirements. Same as DEFTAC-325 with the following modification: The pilot under training shall lead the entire flight, and a DEFTACI pilot shall be wingman for the entire flight. Only the pilot under training receives the DEFTAC-326 code, all others record DEFTAC-325.

Performance Standards. Pilot under training safely leads a DEFTAC-325.

Crew. Pilot.

Prerequisites. DEFTAC-325. Pilot under training must be a designated Section Leader.

Ordnance. Same as DEFTAC-325.

External Support. Same as DEFTAC-325.

4. Section Electronic Warfare Support

a. Purpose. To introduce and practice section ES procedures and TERPES integration.

b. General. ES-340, 341 are designed to increase the signal recognition and identification proficiency in a dense electromagnetic environment. ES-340, 341 shall be flown against an EW range with real world signals. To the greatest extent possible, they shall include an S-2 intel scenario brief/debrief and TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) ES General Tactics.
- (2) HARM as a sensor.

d. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

ES-340 1.7 2 EA-6Bs A (N)

Goal. Front seat section ES responsibilities.

Requirements. May be conducted in conjunction with other sorties. S-2/EWO and TERPES should provide a scenario and pre-flight briefing.

Performance Standards. Complete the following:

- (1) Ensure navigation track optimizes OBS detection capabilities.
- (2) Develop a TEAMS mission.
- (3) Conduct a surveillance mission against an EW range, local ATC radars, or surface ship radars.
- (4) Utilize the HARM as a sensor.
- (5) Maintain appropriate logs for post mission reconciliation.
- (6) Complete TEAMS and TERPES post mission analysis.
- (7) Plan for and utilize the USQ-113.
- (8) Coordinate ES inter-plane communications.
- (9) Optimize section ES tracks.

Prerequisites. ES-243.

Crew. Pilot/ECMO 1.

Ordinance. Captive AGM-88.

External Support. None

ES-341 1.7 2 EA-6Bs A (N)

Goal. Back seat section ES responsibilities.

Requirements. May be conducted in conjunction with other sorties. S-2/EWO and TERPES should provide a scenario and pre-flight briefing.

Performance Standards. Complete the following:

- (1) Ensure navigation track optimizes OBS detection capabilities.
- (2) Develop a TEAMS mission.
- (3) Conduct a surveillance mission against an EW range, local ATC radars, or surface ship radars.
- (4) Utilize the HARM as a sensor.
- (5) Maintain appropriate logs for post mission reconciliation.
- (6) Complete TEAMS and TERPES post mission analysis.
- (7) Plan for and utilize the USQ-113.
- (8) Properly initialize the OBS.
- (9) Identify, localize and record SOI.
- (10) Coordinate ES inter-plane communications.
- (11) Optimize section ES tracks.

Crew. ECMO 2/3.

Prerequisites. ES-244.

Ordinance. Captive AGM-88.

External Support. None

5. Deep Air Support

a. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

DAS-350

1.7

1 or 2 EA-6Bs A (N)

Goal. Plan and execute a DAS strike. Practice coordination with strike communities, time-line adherence, HARM support, navigation, and crew responsibilities.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission for a section of EA-6Bs.
- (2) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +/-10 seconds.
- (5) Coordinate TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVAA escort plan.
- (8) Develop a USQ-113 integration and targeting plan.
- (9) Develop an expendables gameplan.

Crew. Pilot/ECMO 1.

Prerequisites. DAS-252.

Ordnance. Captive AGM-88 preferred. 30 Chaff/30 Flares.

External Support. A min. of 2 strike aircraft recommended.

DAS-351

1.7

1 or 2 EA-6Bs A (N)

Goal. Same as DAS-350.

Requirements. Flown in conjunction with DAS-350. This sortie shall be planned and briefed as a section. However, it may be executed as a single. Post flight debrief should be coordinated with S-2/TERPES.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission based on S-2 scenario.
- (2) Determine optimum support profile and navigation track.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +/-10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM and jammer game plan.
- (7) USQ-113 integration and targeting.
- (8) Initialize OBS and TJS.
- (9) Make/adjust jammer assignments in accordance with jammer gameplan.
- (10) Maintain EA logs.

(11) Execute hardware and software checks.

Crew. ECMO 2/3.

Prerequisites. DAS-253.

Ordinance. Same as DAS-350.

External Support. Same as DAS-350.

6. Reactive Suppression of Enemy Air Defenses (RSEAD)

a. Pilot/ECMO Simulator Training (Pilot: 1 Period, 1.5 Hours; ECMO 2 Periods, 3.0 Hours)

SRSEAD-360 1.5 1 2F143 S

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Shall be flown integrated with SRSEAD-361.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TEAMS mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 attacks against the threat SAM.
- (6) Conduct a minimum of 2 attacks against a target not co-located with threat SAM.
- (7) Prepare communications flow and reporting procedures.
- (8) Practice degraded modes of operation.

Crew. Pilot/ECMO 1.

Prerequisites. SRSEAD-260.

Ordinance. None

External Support. None

SRSEAD-361 1.5 1 15E22C S

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. May be flown integrated with SRSEAD-360.

Performance Standards. Same as SRSEAD-360. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

Prerequisites. SRSEAD-261.

Ordinance. None

External Support. None

b. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

RSEAD-362

1.7

1 EA-6B A/S (N)

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TEAMS mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 attacks against the threat SAM.
- (6) Conduct a minimum of 2 attacks against a target not co-located with threat SAM.
- (7) Practice MAWTS-1 FW/RW RSEAD cards for briefed threats.
- (8) Prepare communications flow and reporting procedures.

Crew. Pilot/ECMO 1.

Prerequisite. SRSEAD-360.

Ordinance. Captive AGM-88 preferred. 40 Chaff/20 Flares.

External Support. Strike aircraft and emitters preferred.

RSEAD-363

1.7

1 EA-6B A/S (N)

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Same as RSEAD-362.

Performance Standards. Same as RSEAD-362. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

Prerequisite. SRSEAD-361.

Ordinance. Same as RSEAD-362.

- (2) Coordinate with HVAA CAP.
- (3) Coordinate escort and, if applicable, wingman communications and signals.
- (4) Determine Slide/Scram criteria.
- (5) Determine reset criteria.

Crew. Pilot/ECMO 1/2/3 of each aircraft.

Prerequisites. DEFTAC qualified aircrew; for EA-6B section DEFTAC, a designated DEFTAC Section Leader or a DEFTACI pilot.

Ordnance. Appropriate mix of expendables.

External Support. LFE or similar sortie.

3. Electronic Warfare Support - National Assets Integration

a. Purpose. To review the capabilities that National Assets can provide to the EA-6B during pre-mission planning and execution.

b. General. These missions will attempt to integrate the EA-6B with National Assets such as: Rivet Joint, Compass Call, Reef Point, and various ELINT broadcasts, in order to increase the effectiveness of the EA-6B's ES and EA efforts. MATTIDM will be used to the maximum extent possible.

c. Ground Training. Appropriate platform lectures.

d. Pilot/ECMO Flight Training (Pilot/ECMO: 1 Flight, 1.7 Hours)

ES-440 1.7 1 EA-6B A (N)

Goal. Introduce/practice the requirements necessary to integrate with National Assets during pre-mission planning and execution.

Requirements. Every attempt shall be made to receive capabilities briefs of the assets involved in the mission.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission.
- (2) Develop communications plan and reporting procedures.
- (3) Correlate OBS signals with National sources in order to provide more accurate indications and warning to other tactical assets.
- (4) Correlate OBS signals to increase EA.
- (5) Verify ELINT broadcast airborne if capable.
- (6) Properly initialize MATT.
- (7) Send and receive IDM message.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. ES-243, 244.

Ordnance. None

External Support. National Asset.

4. Deep Air Support

a. Purpose. To introduce the aircrew to tactical employment of EA-6Bs in a

LFE/Joint/Coalition DAS environment.

b. General. Scenarios should attempt to integrate external assets of a LFE/Joint/Coalition exercise to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground Training. None

d. Pilot/ECMO Flight Training (2 Flights, 3.4 Hours)

DAS-450

1.7

1 or 2 EA-6B(s) A (N)

Goal. Introduce/practice the aircrew requirements for jamming in support of a LFE/Joint/Coalition DAS strike scenario.

Requirements. Same as DAS-252, 253. Division considerations.

Performance Standards. Complete the following:

- (1) Develop TEAMS mission.
- (2) Determine EA-6B(s) jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +/- 10 seconds.
- (5) Coordinate TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVAA protection plan.
- (8) USQ-113 integration and targeting.
- (9) Expendables gameplan.
- (10) EMI deconfliction of standoff weapons.

Crew. Pilot/ECMO 1,2,3.

Prerequisites. DAS-252, 253.

Ordinance. Captive AGM-88 preferred. 40 Chaff/20 Flares.

External Support. None

DAS-451

1.7

1 or 2 EA-6B(s) A (N)

Goal. Introduce/practice the aircrew requirements for bulk chaff operations. Sortie may be accomplished in conjunction with DAS, FEP, WAS or RSEAD.

Requirements. Same as DAS-252, 253.

Performance Standards. Same as DAS-252, 253, with the addition of the following:

- (1) Prepare TEAMS mission.
- (2) Prepare jammer gameplan, to optimize chaff corridor.

Crew. Pilot/ECMO 1,2,3.

Prerequisites. MAWTS-1 Bulk chaff lecture recommended.

Ordinance. Bulk Chaff pod.

External Support. None

5. Reactive Suppression of Enemy Air Defenses (RSEAD)

a. Purpose. To practice the tactical employment of the EA-6B in the OAS environment. The intent of the RSEAD-460 is to integrate strike aircraft for the destruction of mobile SAMs.

b. General. Scenarios should attempt to integrate external assets of a LFE/Joint/Coalition exercise to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground Training

- (1) MAWTS-1 RSEAD lecture.
- (2) Fire Support Coordination Measures.
- (3) DASC/FSCC.

d. Pilot/ECMO Flight Training (1 Flight, 1.7 Hours)

<u>RSEAD-460</u>	<u>1.7</u>	<u>1 or 2 EA-6B(s) A</u>
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Goal. These sorties will utilize actual fixed-wing or rotary-wing striking targets short of and beyond the FSCL. Aircrew will practice the RSEAD manager mission.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TEAMS mission.
- (3) Practice ON AXIS, OFF AXIS, and RSEAD procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 1 fixed-wing RSEAD mission.
- (6) Conduct a minimum of 1 rotary-wing RSEAD mission.
- (7) Prepare communications flow and reporting procedures.
- (8) Utilize MAWTS-1 Fixed-wing and HELO RSEAD cards.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. RSEAD-262, 263.

Ordinance. Captive AGM-88.

External Support. None

6. Task Force Support

a. Purpose. To practice EA-6B tactics and techniques in the task force support role.

b. General. These missions are intended to utilize the concepts of the STF-270/271 events in the flight environment.

c. Ground Training. None

d. Pilot/ECMO Simulator Training. None

e. Pilot/ECMO Flight Training (1 Flight, 1.7 Hours)

TFS-470

1.71 EA6B A (N)Goal. Introduce/practice procedures for task force support.Requirements. NonePerformance Standards. Complete the following as appropriate:

- (1) Coordinate with supported unit.
- (2) Determine threat to supported unit.
- (3) Determine SOI for threat warning.
- (4) Determine criteria for flex to reactionary defense.
- (5) Determine and execute proper reporting procedures.
- (6) Prepare TEAMS mission.
- (7) Prepare expendables gameplan, to include chaff corridors (if available).
- (8) Prepare go/no go criteria.
- (9) Practice degraded modes of operation.
- (10) Prepare jammer and HARM gameplan.

Crew. Pilot ECMO 1/2/3.Prerequisites. NoneOrdinance. Scenario dependent.External Support. External units as applicable for selected task force support mission.7. War At Sea (WAS)

a. Purpose. To expose aircrews to the requirements and planning associated with WAS tactics.

b. General. The EA-6B should focus on WAS in the littoral environment, and supporting the task force mission planning should focus on the specifics of shipborne radars and REC.

c. ECMO Simulator Training (1 Period, 2.0 Hours)

SWAS-480

2.01 15E22C or EA-6B S/AGoal. Introduce WAS tactics in the littoral.Requirements. Event may be flown in the aircraft if simulator is unavailable or if it promotes training efficiency. S-2/TERPES brief and debrief required.Performance Standards. Completion of the following:

- (1) Develop a TEAMS mission.
- (2) Develop HARM and jammer gameplan.
- (3) Employment of EA-6B ISO amphibious operations.
- (4) Localize/identify/strike target ship.
- (5) Utilize WAS tactics for attack.
- (6) Practice degraded operations.

Crew. ECMO 2/3.

Prerequisites. None

Ordnance. None

External Support. None

d. Pilot/ECMO Flight Training (1 Flight, 1.7 Hours)

WAS-481 1.7 1 EA-6B A (N)

Goal. Introduce WAS tactics in the littoral.

Requirements. None

Performance Standards. Same as SWAS-480, in addition:

- (1) Determine optimum NAV track.
- (2) USQ operations.
- (3) Expendables gameplan.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordnance. 60 Chaff and Captive AGM-88 preferred.

External Support. None

8. Expeditionary Airfield (EAF) Operations

a. Purpose. To prepare aircrews for operation from a short, tactical, EAF.

b. General. EAF qualification may be conducted as required when operational requirements dictate. Appropriate facility requirements include FCLP capability and short-field arresting gear. The pilot/ECMO 1 are considered EAF qualified upon the completion of one day and one night arrested landing.

c. Ground Training. The EAF lecture is required prior to flight in this stage.

d. Pilot/ECMO Simulator Training (1 Period, 1.5 Hours)

SEAF-490 1.5 1 2F143 S

Goal. Introduce the procedures and techniques required for EAF and FCLP operations.

Requirements. None

Performance Standards. Complete the following:

- (1) Demonstrate proper entry and departure procedures at the EAF.
- (2) Conduct a minimum of two Mode 2 approaches, 2 "Bullseye" approaches, and 2 GCAs.
- (3) Complete a minimum of two night and two day arrested landings.
- (4) Appropriately deal with various landing emergencies associated with EAF operations.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordnance. None

External Support. None

e. Pilot/ECMO Flight Training (2 Flights, 2.0 hours)

EAF-491 1.0 E 1 EA-6B A

Goal. Obtain day EAF qualification.

Requirements. EAF qualified LSO.

Performance Standards. Complete the following:

- (1) Complete at least 1 arrested landing.
- (2) Demonstrate proper entry and departure procedures from the EAF.

Crew. Pilot/ECMO 1.

Prerequisites. SEAF-490.

Ordnance. None

External Support. None

EAF-492 1.0 E 1 EA-6B A N

Goal. Obtain night EAF qualification.

Requirements. EAF qualified LSO.

Performance Standards. Same as EAF-491 except flown at night.

Crew. Pilot/ECMO 1.

Prerequisites. EAF-491.

Ordnance. None

External Support. None

9. Field Carrier Landing Practice (FCLP)/Carrier Qualification (CQ)

a. Purpose. To prepare the aircrew for operation from an aircraft carrier.

b. General

(1) FCLP will be conducted IAW current NATOPS and other applicable guidelines and under the control of a qualified LSO. Totals of graded passes may vary and the LSO is responsible for ensuring that the proficiency demonstrated by each pilot is sufficient for successful carrier qualification. The LSO will monitor the pilot's tendencies for all simulator events. Upon completion of the appropriate work-up period the LSO will provide written certification for all pilots. There is no requirement for certification/ evaluation of ECMOs, but they

will receive CRP credit for front-seat CQ sorties.

(2) All CQ aircrew will complete SCQ-495 prior to commencing CQ.

c. Ground Training. As directed by the LSO.

d. Pilot/ECMO Flight Training (2 Flights, 2.0 Hours)

FCLP-493

1.0

E 1 EA-6B A

Goal. Practice day FCLP's.

Requirements. Field qualified EA-6B LSO. May be conducted as a single sortie or at the completion of another sortie.

Performance Standards. Complete a minimum of six graded passes under the control of a qualified LSO.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. A field qualified LSO if the squadron does not possess one.

FCLP-494

1.0

E 1 EA-6B A N

Goal. Practice night FCLP's.

Requirements. Same as FCLP-493 except at night.

Performance Standards. Same as FCLP-493 except at night.

Crew. Pilot/ECMO 1.

Prerequisites. At least 1 day FCLP period.

Ordinance. None

External Support. A field qualified LSO if the squadron does not possess one.

e. Pilot/ECMO Simulator Training (1 Period, 1.5 Hours)

SCQ-495

1.5

1 2F143 S

Goal. Introduce CV check-in, marshal, recovery, and departure procedures. Introduce communications and crew coordination requirements for successful carrier operations. Introduce CV emergencies.

Requirements. CV qualified EA-6B LSO at the console.

Performance Standards. Complete the following:

- (1) Complete a minimum of 2 touch-and-go landings, 4 traps, and at least 4 cat shots.
- (2) Multiple Case I and II approaches.

- (3) Demonstrate appropriate arrival and departure communications and procedures.
- (4) Appropriately resolve selected CV emergencies.

Crew. Pilot/ECMO 1.

Prerequisites. None

Ordinance. None

External Support. CV qualified EA-6B LSO if the squadron does not possess one.

f. Pilot/ECMO Flight Training (2 Flights, 3.5 Hours)

CQ-496 1.5 E 1 EA-6B A

Goal. Day qualify for carrier operations.

Requirements. Under the control of a CV qualified EA-6B LSO.

Performance Standards. Complete required number of touch-and-go's and arrested landings per CV NATOPS.

Crew. Pilot/ECMO 1.

Prerequisites. LSO work-up certification.

Ordinance. None

External Support. CV qualified EA-6B LSO if the squadron does not possess one.

CQ-497 2.0 E 1 EA-6B A N

Goal. Night qualify for carrier operations.

Requirements. Under the control of a CV qualified EA-6B LSO.

Performance Standards. Complete required number of touch-and-go's and arrested landings per CV NATOPS.

Crew. Pilot/ECMO 1.

Prerequisites. LSO work-up certification.

Ordinance. None

External Support. CV qualified EA-6B LSO if the squadron does not possess one.

140. IUT FLIGHTS/SIMULATOR/EVENT PERFORMANCE REQUIREMENTS

1. Defensive Tactics Instructor

a. Purpose. To prepare selected aircrew for certification as a Defensive Tactics Instructor (DEFTACI), capable of instructing EA-6B Defensive Tactics in flight and on the ground.

b. General. The MAWTS-1 Course Catalog contains the POI for the DEFTACI

program.

2. Night Systems Instructor

a. Purpose. To prepare selected aircrew for certification as a Night Systems Instructor (NSI), capable of instructing EA-6B night systems and tactics.

b. General. The MAWTS-1 Course Catalog contains the POI for the NSI program.

3. Weapons and Tactics Instructor (WTI). The student, after successfully completing the course of instruction conducted at MAWTS-1, fulfilling all the prerequisites set forth in the WTI operations Guide, and obtaining the DEFTACI is awarded the WTI MOS. The responsibilities of the WTI within the squadron are stated in MCO P3500.12.

150. FLIGHT LEADERSHIP DESIGNATIONS

1. Section/Division Leadership Training

a. Purpose. To provide formal training to qualify the EA-6B pilot as a Section/Division Leader.

b. General

(1) These sorties are intended to expose the EA-6B pilot to the section/division situations they will most likely experience. Squadrons will be responsible for outlining the build-up for this stage. The Section/Division Leader in the flight will evaluate the Section/Division Leader Under Training (SLUT/DLUT) and provide a written evaluation for each event. The listed sorties are the minimum required of a pilot to be designated a section/division lead in the EA-6B. The SLUT/DLUT will complete the Section or Division Leader test before commencing the section or division qualification stage.

(2) The pilot under training should complete a day and night tanker rendezvous as the lead pilot of two aircraft during section lead training and at least three aircraft during division lead training. Preferably, these events will incorporate both KC-130 and Strategic tanker assets prior to designation.

(3) The pilot under training will be evaluated as the section leader in the following events: FORM-205, FORM-206, any night high altitude sortie, and either DAS-350 or RSEAD-362 in section.

(a) The flights will be conducted IAW NATOPS and local SOPs.

(b) The night high altitude sortie will include the following performance standards:

1 Break-up and rendezvous.

2 Night section approaches.

(4) The pilot under training will be evaluated as the division leader in the following events: any high altitude day sortie, any night high altitude sortie, and either DAS-350 or RSEAD-362 in division.

(a) The flights will be conducted IAW NATOPS and local SOPs.

(b) The day high altitude sortie will include the following performance standards:

1 Division departure/join-up.

2 Minimum two break-up and rendezvous' as the division lead.

3 Division Recovery.

(c) The night high altitude sortie will include the following performance standards:

1 Division departure/join-up.

2 Minimum two break-up and rendezvous' as the division lead.

3 Division Recovery.

(d) The day high altitude sortie must be flown prior to the night high altitude sortie.

(e) The pilot under training for the division leader designation must be a designated section leader.

(5) The pilot under training shall demonstrate the ability to instruct the selected LAT lecture series to the satisfaction of the squadron DEFTACI.

c. Ground/Academic Training. Squadrons will designate the specific ground and academic training.

d. Simulator Training. None

e. Pilot Section/Division Leader Under Training Sorties/Events

	SEC LDR	DIV LDR
SORTIES	4	3
T&R CODES	205, 206, Any night sortie, 350 or 362 NOTE 1	Any day sortie, Any night sortie, 350 or 362 NOTE 2

NOTES:

1. See para (3) for sortie description.
2. See para (3) for sortie description.

2. Mission Commander Qualification

a. Purpose. To provide formal training to qualify the EA-6B pilot/ECMO as a Mission Commander.

b. General

(1) Individual Groups/Squadrons will be responsible for outlining the build-up for this stage. Typically, a Mission Commander will meet minimum total sortie requirements, have made at least one overseas deployment and will have been exposed to the DEFTAC program.

(2) These sorties are intended to expose the EA-6B pilot/ECMO Mission Commander Under Training (MCUT) to the coordinated mission sorties they will most likely experience. The Mission Commander sorties are subdivided into three types:

(a) Exposure. The intent is to expose the MCUT to the proper employment of the EA-6B in various mission areas. Exposure for the bulk of the required missions will occur in the Combat Ready syllabus.

(b) Plan and Brief Flights. The MCUT, under the supervision of a designated Mission Commander, will participate in the detailed mission planning and execution of the specified missions. It is imperative that the actual Mission Commander stay actively involved and assist the MCUT in the mission

planning process during Plan and Brief missions. If actual sorties are not available due to operational commitments, Plan and Brief sortie requirements may be met using a Marine Aviation Planning Exercise (MAPEX). If a MAPEX is used, it must be logged as such on the applicable write-up.

(c) Performance. The MCUT will take complete responsibility as Mission Commander for the specific mission. The MCUT will be responsible for ensuring optimum integration and tactical employment of the EA-6B. As such, it is imperative that Performance Flight evaluations include external support sorties to ensure that the prospective Mission Commander is capable of coordinating with other communities/services/countries.

(3) This syllabus constitutes the minimum required sorties prior to Mission Commander designation. Squadron commanders can increase the syllabus requirements as they see fit. The relevant question which must be answered of an EA-6B Mission Commander is: Can the individual plan, brief, execute and debrief an effective electronic warfare mission and represent the community to external agencies?

c. Ground/Academic Training

(1) MCUTs will be required to demonstrate knowledge of applicable EW topics to squadron Mission Commanders. Optimally, these topics will be presented on a regular basis to the entire squadron to educate all aircrew and to evaluate the MCUT's ability to speak in an open forum. These should include, but are not limited to:

- (a) The six functions of Marine Aviation.
- (b) Relevant technical publications (MCM 3-1, Tac Manual, OTG).
- (c) Adversary IADS, Weapon Systems, Tactics.
- (d) MACCS system.
- (e) TEAMS, TERPES.
- (f) Applicable aircraft systems (USQ-113, ALE-43, ALE-39, CTT/MATT).

(2) Completion of the Mission Commander test and evaluation by the Squadron Mission Commander Board if directed by squadron order.

d. Simulator Training. Simulator event may be conducted as an integrated simulator.

e. Pilot/ECMO Flight Training (13 Flights)

(1) The pilot or ECMO MCUT will be evaluated in the ability to effectively plan and brief the following missions:

- (a) HARM-233/234
- (b) ES-243/244
- (c) DAS-252/253
- (d) RSEAD-262/263
- (e) RSEAD-362/363
- (f) FEP-673
- (g) WAS-481

(2) The pilot or ECMO MCUT will be evaluated in the ability to effectively perform as Mission Commander for the following missions:

- (a) HARM-233/234
- (b) ES-243/244
- (c) DAS-252/253
- (d) RSEAD-262/263
- (e) RSEAD-362/363

(f) STF-270/271

(3) Evaluated events require write-ups from the Mission Commander detailing the pilot or ECMO MCUT's performance.

151. SPECIAL PURPOSE TRACKING SORTIES

1. Check Flights

a. Purpose. To evaluate the knowledge of NATOPS, the back seat system, and instrument flight procedures. Evaluate the aircrew's knowledge of aircraft systems and adherence to post-maintenance procedures required for designation as a Functional Check Flight (FCF) pilot or ECMO. These flights/events are incorporated to facilitate tracking by ATRIMS.

b. General

(1) All checks will be IAW all applicable directives. NATOPS front seat and back seat, Instrument, and FCF checks may be accomplished in the trainer or the airplane. ECMOs will complete instrument and front-seat NATOPS checks in the front seat only. For pilots, the NATOPS Instructor will occupy the right front-seat. SCK-603 will be used to track Post Maintenance Evaluator training as well as daily PMCFs.

(2) The open-book NATOPS, closed-book NATOPS, and NATOPS simulator should be accomplished prior to the NATOPS flight. Instrument Ground School will be completed prior to the instrument check. The PME Test must be completed prior to the PMCF check.

(3) Squadrons, under the cognizance of the group, shall develop minimum requirements to designate squadron NATOPS and Instrument Instructors/assistant instructors. The check sorties will also be utilized as part of the qualification phase for this training.

c. Ground/Academic Training. As per para 250.4b.(2).

d. Pilot/ECMO Simulator Training (3 Periods, 4.5 Hours)

SCHK-600 1.5 E 2F143/1 EA-6B S/A

Goal. Evaluate knowledge of the front seat system. NATOPS qualification. This sortie will also be used to qualify squadron front seat NATOPS instructors/assistant instructors.

Requirements. Set forth in applicable directives.

Performance Standards. IAW NATOPS.

Crew. Evaluated crewmember and NATOPS Instructor or NATOPS evaluator if applicable.

Prerequisites. None

Ordinance. None

External Support. None

SCHK-601 1.5 E 15E22C/1 EA-6B S/A

Goal. Evaluate knowledge of the back seat system. Back seat

NATOPS qualification. This sortie will also be used to qualify Squadron back seat NATOPS instructors/assistant instructors.
Requirements. Set forth in applicable directives.

Performance Standards. IAW NATOPS.

Crew. Evaluated crewmember and back seat NATOPS Instructor or NATOPS evaluator if applicable.

Prerequisites. None

Ordinance. None

External Support. None

SCHK-602 1.5 E 2F143/1 EA-6B S/A

Goal. Evaluate the knowledge of and adherence to standard instrument procedures. Instrument qualification. This sortie will also be used to qualify squadron Instrument Instructors/assistant instructors.

Requirements. Set forth in applicable directives.

Performance Standards. IAW NATOPS and the Instrument Flight Manual.

Crew. Evaluated crewmember and Instrument Instructor or Instrument Evaluator if applicable.

Prerequisites. None

Ordinance. None

External Support. None

SCHK-603 1.5 E 2F143/1 EA-6B S/A

Goal. Evaluate the aircrew's knowledge of aircraft systems and adherence to standard FCF procedures. FCF qualification.

Requirements. Set forth in applicable directives.

Performance Standards. Per local directive.

Crew. FCF aircrew under instruction and FCF pilot or ECMO.

Prerequisites. None

Ordinance. None

External Support. None

2. Aircrew Coordination Training (ACT)

a. Purpose. To expose the EA-6B aircrew to various scenarios that reinforce sound and optimum crew coordination techniques.

b. General

(1) ACT should occur throughout the year at the squadron level. Once a year the aircrew will complete a course that includes a more in-depth look at crew coordination.

(2) Aircrew must complete the ground portion of the ACT course and be current in SEP-201.

c. Ground/Academic Training. Aircrew should complete all squadron level academic classes associated with ACT before commencing the yearly ACT course. Squadron level lectures dealing with aircrew coordination should be provided throughout the year by graduates of an approved aircrew coordination course. Aircrew coordination lectures will be conducted IAW T&R Manual, Administrative.

d. Pilot/ECMO Simulator Training (1 Period, 1.5 Hours)

SACT-604 1.5 E 2F143/ 1 EA-6B S/A

Goal. When presented with a challenge, the aircrew will be able to establish/re-establish normal conditions and logical thought patterns using the seven crew coordination skills.

Requirements. Requirements will be delineated by the selected ACT scenario.

Performance Standards. Per ACT course objectives.

Crew. Pilot/ECMO 1. Aircrew Coordination Training Instructor as an evaluator.

Prerequisites. ACT course completion.

Ordinance. None

External Support. None

3. Strategic Tanking Requirements

a. Purpose. To obtain/maintain aerial refueling proficiency and currency on the KC-135 Strategic Tanker.

b. General. These codes are utilized to track aerial refueling currency on the KC-135. TRANSLANT/TRANSPAC movements and specific Theaters of Operation require 90-day currency in Strategic tanking.

c. Ground/Academic Training. Aircrew shall receive applicable KC-135 lecture and video training.

d. Pilot Flight Training (2 Flights, 3.0 Hours)

AR-607 1.5 E 1 EA-6B A

Goal. Maintain pilot proficiency in KC-135 tanking.

Requirements. KC-135 tanker.

Performance Standards. Complete the following:

- (1) Demonstrate proper Communications procedures.
- (2) Demonstrate proper rendezvous procedures.
- (3) Complete a minimum of 3 wet/dry plugs for initial/refresher

aircrew.
 (4) Complete a minimum of 1 successful plug for core squadron
 aircrew.

Crew. Pilot.

Prerequisites. None

Ordnance. None

External Support. None

AR-608 1.5 E 1 EA-6B A N

Goal. Maintain pilot proficiency in KC-135 tanking.

Requirements. KC-135 tanker.

Performance Standards. Same as AR-607 except flown at night.

Crew. Pilot.

Prerequisites. AR-607 currency.

Ordnance. None

External Support. None

4. Live HARM Shoot

a. Purpose. To expose aircrews to the requirements and planning for successful firing of a live HARM.

b. General. The EA-6B is the recommended HARM shooter in a dense electromagnetic environment. The detailed TEAMS mission planning required and HARM shot tailoring is essential to ensure proper deconfliction and coordination in the OAS environment.

SWD-630 1.7 1 EA-6B A

Goal. Successful firing of live HARM.

Requirements. Appropriately cleared range space and threat emitter is required.

Performance Standards. Complete the following:

- (1) Construct "tailored" DAs (do not employ HARM utilizing standard HARM DAs).
- (2) Compare/contrast the use of different Blocks of missiles.
- (3) Utilize ABL.
- (4) Utilize H-Code and OPCREATE as appropriate.
- (5) Conduct electronic BHA.

Prerequisites. Current in all SWD sorties.

Crew. Pilot/ECMO 1/2/3.

Ordnance. AGM-88.

External Support. Range clearing asset (P-3, AWACS, etc.), target emitter, and target placement equipment.

5. Back Seat Procedures Proficiency

a. Purpose. To maintain proficiency in back seat operation of the Tactical Jamming System.

b. General. Proficiency codes shall be used by aircrew for flights that do not fulfill the requirements set forth in the tactical syllabus.

c. Ground/Academic Training. None

d. Simulator Training. At the discretion of the commanding officer.

e. Pilot and ECMO Flight Training (1 Flight, 1.7 Hours)

EW-645 1.7 1 EA-6B S/A (N)

Goal. Maintain proficiency in the back seat operation of the OBS/TJS.

Requirements. This code is used primarily for scheduled sorties which do not meet the requirements set forth in the tactical syllabus.

Performance Standards. Complete the following:

- (1) System turn-on/off.
- (2) System bits.
- (3) Pod burnout if applicable.

Crew. ECMO 2/3.

Prerequisites. None

Ordnance. None

External Support. None

6. Fleet Electronic Protection

a. Purpose. To introduce aircrew to employment of the EA-6B in the EP environment.

b. General. These missions are designed to train other units in a hostile electromagnetic environment. Requirements will depend on the training required by the supported unit. Examples include break-lock training for F-18 units and jamming missions against an operating MACCS.

FEP-673 1.7 1 EA-6B A/S

Goal. Introduce/practice the requirements for successful completion of EP training support for Fleet units.

Requirements. May be conducted against any fleet unit requesting EP support.

Performance Standards. Introduce/practice the following:

- (1) Coordinate with the supported unit.
- (2) Develop TEAMS mission.
- (3) Prepare communications plan and codewords as necessary.
- (4) Maintain EA logs.

Crew. Pilot and ECMO 1/2/3.

Prerequisites. None

Ordinance. None

External Support. None

160. ORDNANCE REQUIREMENTS. Annual ordnance requirements are developed on a "per crew" basis per OPNAVNOTE 8010.

1. Expendable Ordnance

<u>ORDNANCE</u>	<u>200 Series</u>	<u>300 Series</u>	<u>400 Series</u>	<u>500 Series</u>	<u>600 Series</u>	<u>ANNUAL</u>
AGM-88					1	1*
FLARES	80***	380***	40***			500***
CHAFF	160***	460***	200***			820***

2. Captive Ordnance

<u>ORDNANCE</u>	<u>200 Series</u>	<u>300 Series</u>	<u>400 Series</u>	<u>500 Series</u>	<u>ANNUAL</u>
Captive		6**	5**	2**	13**
AGM-88					

* One missile per squadron per year minimum requirement.

** Indicates there are that many sorties where one captive AGM-88 is required.

*** Indicates total number required per year "per crew" (Pilot/ECMO 1/2/3).

EA-6B T&R MANUAL

AIRCRAFT: EA-6B		MOS: 7543			CREW POSITION: PILOT		
FLIGHT	TRNG		REFLY				
STAGE	CODE	HRS	INTERVAL	CRP	E	REMARKS	
COMBAT READY TRAINING							
SEP	201	1.0	3	0.50		S	
SNAV	202	1.5	12	0.50		S	
NAV	203	1.7	6	0.50			
	204	1.7	6	1.00		(N)	
FORM	205	1.7	6	1.00		(N)	
	206	1.7	6	1.00		(N)	
AR	207	1.0	3	1.00			
NS	210	1.7	*	0.50		N, NS	
	211	1.7	*	0.75		N, NS	
	212	1.7	*	0.75	X	N, NS	
SFAM	220	1.7	6	0.50		S	
FAM	221	1.5	6	0.75	X	(N)	
THARM	230	2.0	12	0.50		S	
SHARM	231	1.5	6	0.50		S	
HARM	233	1.7	6	1.00		(N)	
TES	242	2.0	12	0.25		S	
ES	243	1.7	12	0.50		(N)	
SDAS	250	1.5	12	0.50		S	
DAS	252	1.7	6	1.0		(N)	
SRSEAD	260	1.5	6	0.50		S	
RSEAD	262	1.7	6	1.00		(N)	
STF	270	1.5	12	0.50		S	
COMBAT QUALIFICATION TRAINING							
AR	307	1.0	3	2.00			
NS	311	2.0	*	1.00		N, NS	
	312	2.0	*	1.00	X	N, NS	
DEFTAC	320	1.0	12	1.50			
SDEFTAC	321	1.0	12	1.00		S	
DEFTAC	322	1.0	12	1.00			
SDEFTAC	323	1.0	12	1.00		S	
DEFTAC	324	1.0	12	1.00			
	325	1.0	12	1.50	X		
	326	1.0	*	2.00	X		
ES	340	1.7	6	1.50		(N)	

Figure 1-1.--MOS 7543 Refly Interval, Combat Readiness Percentage.

EA-6B T&R MANUAL

AIRCRAFT: EA-6B		MOS: 7543		CREW POSITION: PILOT		
FLIGHT	TRNG	REFLY				
STAGE	CODE	HRS	INTERVAL	CRP	E	REMARKS

DAS	350	1.7	6	2.00		(N)	
SRSEAD	360	1.5	6	1.50		S	
RSEAD	362	1.7	6	2.00		(N), A/S	

FULL-COMBAT QUALIFICATION TRAINING

AR	407	1.0	12	0.75		(N)	
DEFTAC	420	1.5	12	0.50		(N)	
ES	440	1.7	12	0.50		(N)	
DAS	450	1.7	12	0.75		(N)	
	451	1.7	12	0.50		(N)	
RSEAD	460	1.7	12	0.75		(N)	
TFS	470	1.7	12	0.25		(N)	
WAS	481	1.7	12	0.25		(N)	
SEAF	490	1.5	12	0.25		S	
EAF	491	1.0	12	0.25	X		
	492	1.0	12	0.25	X	N	
FCLP	493	1.0	*	0.00	X		
	494	1.0	*	0.00	X	N	
SCQ	495	1.5	*	0.00		S	
CQ	496	1.5	*	0.00	X		
	497	2.0	*	0.00	X	N	

SPECIAL PURPOSE TRACKING SORTIES

SCHK	600	1.5	12	--	X	S/A	
	601	1.5	12	--	X	S/A	
	602	1.5	12	--	X	S/A	
	603	1.5	N/A	--	X	S/A	
SACT	604	1.5	12	--	X	S/A	
AR	607	1.5	3	--	X	KC-135	
	608	1.5	3	--	X	KC-135, N	
SWD	630	1.7	36	--			
FEP	673	1.7	N/A	--		A/S, (N)	

For T, C, R refer to appropriate CNO approved syllabus.

Figure 1-1.--MOS 7543 Refly Interval, Combat Readiness Percentage, continued.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
SEP	201	
SNAV	202	
NAV	203	202
	204	
	205	
	206	204, 205
AR	207	
NS	210	
	211	
	212	
SFAM	220	
FAM	221	220
THARM	230	
SHARM	231	230
HARM	233	230, 231
TES	242	
ES	243	202, 203
SDAS	250	
DAS	252	202, 203, 250
DAS	253	
SRSEAD	260	
RSEAD	262	202, 203, 260
STF	270	
AR	307	207
NS	311	
	312	
DEFTAC	320	220, 221
SDEFTAC	321	
DEFTAC	322	220, 221, 321
SDEFTAC	323	
DEFTAC	324	220, 221, 323
	325	205, 220, 221, 322, 323, 324
	326	205, 220, 221, 322, 323, 324, 325
ES	340	202, 203, 243
DAS	350	202, 203, 250, 252

Figure 1-2.--MOS 7543 Flight Update Chaining.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
SRSEAD	360	260
RSEAD	362	202, 203, 260, 262, 360
AR	407	207
DEFTAC	420	
ES	440	202, 203, 243, 340
DAS	450	202, 203, 250, 252, 350
	451	202, 203
RSEAD	460	202, 203, 260, 262, 360, 362
TFS	470	202, 203
WAS	481	202, 203
SEAF	490	
EAF	491	490
	492	491
FCLP	493	
	494	493
SCQ	495	
CQ	496	493, 495
	497	493, 494, 495, 496
AR	607	207
	608	207, 307

Figure 1-2.--MOS 7543 Flight Update Chaining, continued.

EA-6B T&R MANUAL

AIRCRAFT: EA-6B		MOS: 7588			CREW POSITION: ECMO		
FLIGHT	TRNG	REFLY		CRP	E	REMARKS	
STAGE	CODE	HRS	INTERVAL				

COMBAT READY TRAINING

SEP	201	1.0	3	0.50		S	
SNAV	202	1.5	12	0.30		S	
NAV	203	1.7	6	0.50			
	204	1.7	6	0.50		(N)	
FORM	205	1.7	6	0.50		(N)	
	206	1.7	6	0.50		(N)	
AR	207	1.0	3	0.50			
NS	210	1.7	*	0.50		N, NS	
	211	1.7	*	0.50		N, NS	
	212	1.7	*	0.50	X	N, NS	
SFAM	220	1.7	6	0.50		S	
FAM	221	1.5	6	0.50	X	(N)	
THARM	230	2.0	12	0.30		S	
SHARM	231	1.5	6	0.50		S	
	232	1.5	6	0.50		S	
HARM	233	1.7	6	0.50		(N)	
	234	1.7	6	0.50		(N)	
SES	240	2.0	12	0.50		S	
	241	2.0	12	0.50		S	
TES	242	2.0	12	0.30		S	
ES	243	1.7	12	0.50		(N)	
	244	1.7	6	0.50		(N)	
SDAS	250	1.5	12	0.50		S	
	251	1.5	12	0.50		S	
DAS	252	1.7	6	0.50		(N)	
	253	1.7	6	0.50		(N)	
SRSEAD	260	1.5	6	0.50		S	
	261	1.5	6	0.50		S	
RSEAD	262	1.7	6	0.50		(N)	
	263	1.7	6	0.50		(N)	
STF	270	1.5	12	0.30		S	
	271	1.5	12	0.30		S	

COMBAT QUALIFICATION TRAINING

NS	311	2.0	*	1.00		N, NS	
	312	2.0	*	1.00	X	N, NS	

Figure 1-3.--MOS 7588 Refly Interval, Combat Readiness Percentage.

EA-6B T&R MANUAL

AIRCRAFT: EA-6B		MOS: 7588			CREW POSITION: ECMO	
FLIGHT	TRNG	REFLY		CRP	E	REMARKS
STAGE	CODE	HRS	INTERVAL			
DEFTAC	320	1.0	12	1.00		
SDEFTAC	321	1.0	12	1.00		S
DEFTAC	322	1.0	12	1.00		
SDEFTAC	323	1.0	12	1.00		S
DEFTAC	324	1.0	12	1.00		
	325	1.0	12	1.00	X	
ES	340	1.7	12	1.00		(N)
	341	1.7	6	1.50		(N)
DAS	350	1.7	12	1.50		(N)
	351	1.7	6	2.00		(N)
SRSEAD	360	1.5	12	1.00		S
	361	1.5	12	1.50		S
RSEAD	362	1.7	12	1.50		(N), A/S
	363	1.7	6	2.00		(N), A/S
FULL-COMBAT QUALIFICATION TRAINING						
DEFTAC	420	1.5	12	0.50		(N)
ES	440	1.7	12	0.50		(N)
DAS	450	1.7	12	0.75		(N)
	451	1.7	12	0.75		(N)
RSEAD	460	1.7	12	0.75		(N)
TFS	470	1.7	12	0.25		(N)
SWAS	480	2.0	12	0.50		(N)
WAS	481	1.7	12	0.25		(N)
SEAF	490	1.5	12	0.25		S
EAF	491	1.0	12	0.25	X	
	492	1.0	12	0.25	X	N
FCLP	493	1.0	*	0.00	X	
	494	1.0	*	0.00	X	N
SCQ	495	1.5	*	0.00		S
CQ	496	1.5	*	0.00	X	
	497	2.0	*	0.00	X	N
SPECIAL PURPOSE TRACKING SORTIES						
SCHK	600	1.5	12	--	X	S/A
	601	1.5	12	--	X	S/A
	602	1.5	12	--	X	S/A
	603	1.5	N/A	--	X	S/A

Figure 1-3.--MOS 7588 Refly Interval, Combat Readiness Percentage, continued.

EA-6B T&R MANUAL

AIRCRAFT:	EA-6B		MOS:		7588		CREW POSITION: ECMO	
FLIGHT	TRNG		REFLY					
STAGE	CODE	HRS	INTERVAL	CRP	E	REMARKS		
SACT	604	1.5	12	--	X	S/A		
SWD	630	1.7	36	--				
EW	645	1.7	N/A	--		S/A, (N)		
FEP	673	1.7	N/A	--		A/S, (N)		

For T, C, R refer to appropriate CNO approved syllabus.

Figure 1-3.--MOS 7588 Refly Interval, Combat Readiness Percentage, continued.

ECMO FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
SEP	201	
SNAV	202	
NAV	203	202
	204	
	205	
	206	204, 205
AR	207	
NS	210	
	211	
	212	
SFAM	220	
FAM	221	220
THARM	230	
SHARM	231	230
	232	230
HARM	233	231
	234	230, 232
SES	240	
	241	
TES	242	
ES	243	202, 203, 242
	244	240, 241
SDAS	250	
	251	
DAS	252	202, 203, 250
	253	251
SRSEAD	260	
	261	
RSEAD	262	202, 203, 260
	263	261
STF	270	
	271	
NS	311	
	312	
DEFTAC	320	220, 221
SDEFTAC	321	
DEFTAC	322	220, 221, 321
SDEFTAC	323	
DEFTAC	324	220, 221, 323
	325	205, 220, 221, 322, 323, 32

Figure 1-4.--MOS 7588 Flight Update Chaining.

ECMO FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
ES	340	202, 203, 242, 243
	341	240, 241, 244
DAS	350	202, 203, 250, 252
	351	251, 253
SRSEAD	360	260
	361	261
RSEAD	362	202, 203, 260, 262, 360
	363	261, 263, 361
DEFTAC	420	
ES	440	
DAS	450	
	451	
RSEAD	460	
TFS	470	
SWAS	480	
WAS	481	
SEAF	490	
EAF	491	490
	492	491
FCLP	493	
	494	493
SCQ	495	
CQ	496	493, 495
	497	493, 494, 495, 496

Figure 1-4.--MOS 7588 Flight Update Chaining, continued.

